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COVER:
KTM's all-new 350SX-F takes Jeffro for a spin at the 2011 model launch in sunny Spain © Redeye

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Ken Roczen kicks up a cloud of Glen Helen dust as he scrubs his way to fourth overall in the USGP © Sarah Gutierrez

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COMMENT

It may have gone off with more of a whimper than a bang but the USGP at the end of May could very well mark a major milestone in the history of top-flight motocross, representing the opening blow in a battle that ultimately could change the face of the sport at the highest level.

Youthstream are determined to expand the world championship series into America and by seizing the opportunity to stage a GP at Glen Helen in the heartland of the US off-road industry they've taken a bold, aggressive step. The May GP was the first in a five-year deal with Glen Helen and for 2011 there will be a second GP for US fans to savour. Also in 2011 the GP season will start after the AMA SX championship, giving European teams the chance to contest the mega-bucks stadium series and offering American stars the option to race the world championship.

But why? What's the point in running one, let alone two, rounds in the USA when the world championship has existed perfectly well for over a decade without visiting the land of the free? One school of thought puts it down to the need to run in the US and other far-flung destinations – Brazil and Australia are also on the 2011 calendar – to make it a true 'world' championship. Another school of thought thinks it's got more to do with attracting money from the factories than establishing a beautiful globe-trotting series that embraces all colours, cultures and creeds. And a third school of thought reckons it's a bit of both…

Think about it. Kawasaki Europe. Kawasaki America. Honda Europe. Honda America. And so on and so forth. The hard truth is that the Japanese Big Four are squeezing their racing efforts on both sides of the pond. So why not give them a series that travels to both sides of the pond? And Down Under. And South America. Why spend huge sums of money supporting two markets when they're being presented with one combined global market? The world championship may become even more expensive with so many flyaways but by prioritising spend it could still be financially attractive and tick all the right boxes when it comes to exposure.

On paper it makes perfectly good sense but, as we've seen at Glen Helen, it's not that easy. And the main reason for this is that Americans are generally not all that interested in anything that isn't American. The riders, the industry and as a result the paying public. You'd have thought that real 'old-school' racers would have relished the chance to take on their GP counterparts – especially on home turf. But apart from, basically, KTM the major American teams weren't willing to interrupt their own testing schedules, prepare bikes to meet FIM noise and fuel regulations (which may or may not have been relaxed anyway) or meet the cost of an extra race in an already busy schedule so soon after an even busier SX schedule.

True, the timing of the Glen Helen GP wasn't ideal – Youthstream saw an opportunity presented by the cancellation of the British GP combined with a fall-out between Glen Helen owner Bud Feldkamp and AMA Nats promoters MX Sports and jumped at it. But given the choice they wouldn't have run the USGP the weekend after round one of the AMA Nationals and for 2011 the two USGPs are likely to be held in September when the AMA series is over.

Whether this means that Glen Helen in 2011 will be graced by the likes of James Stewart, Ryan Dungey, Ryan Villopoto and Jake Weimer remains to be seen but without them – and the fans that follow them – Youthstream's American invasion could be a brave but ultimately short-lived campaign.

Personally, I wish them the very best of luck. The MXdN is a pretty poor gauge of transatlantic supremacy and speaking as a fan of racing – rather than the politics behind it all – the prospect of the best Americans against the best Europeans is a mouth-watering one.

Sean

PS Good luck from everyone at DBR to Candice who's jacking in the advertising rat race in favour of a summer job in Tenerife – so if you're holidaying in the Canaries and get accosted by a flier-wielding northern bird sporting some badass aftermarket appendages say 'hi' from us…



© Ian Roxburgh/Events 22

The Silverstone circuit looks mint from above



© Nuno Laranjeira

Knighter nails the BESC title

NEWSHOUND!

A DEADLY DELIVERY OF OFF-ROAD NEWS DISHED UP BY THE DAWGINATOR

Okay, so you've no doubt already heard the one about the Monster Energy Yamaha rider who caught a Red Bull arch in his face when it blew over at the USGP? Well, that's not the only clash of energy drinks to hit the news this month as it transpires that Monster will be the new official energy drink of the FIM Motocross World Championship, the MXdN, UEM EMX2 European Motocross Championship and pretty much everything else that Youthstream promote, ending four years of Red Bull dominance.

The 'long-term' deal was signed, sealed and delivered in California as the GP circus hit town where it was announced that the rebranded 2011 series will most likely kick off in Broadford, Australia, next May just after the end of the US supercross series. We're guessing Red Bull riders had best look out for falling Monster claws for the foreseeable future…

With Red Bull pulling – or being pushed – out of the world championship could that mean that they'll increase their support of the MCF Pro Nationals? Will the Pro Nationals branch out into Europe or perhaps even become an alternative world series for the independent teams to pursue? Only time will tell and while it's a nice fantasy to ponder on we haven't heard anything to back up that wild hypothesis so don't get too excited just yet. But seriously how cool would it be?

Speaking of the MCF it looks like they've played a blinder (does anyone else reckon that phrase stems from the old wives' tale regarding too much masturbation causing lost vision – and how are we meant to know how much is too much?) by getting a round of the Pro Nationals to run at the Air Asia British Motorcycle Grand Prix at Silverstone on the weekend of June 18/19/20. With the off-road action promising not to clash with any of the Moto GP, Moto 2 or 125 GP Tarmac terrorists' lap turning it's really quite a coupe and should help promote off-road motorcycling in a positive light to the motorcycling masses. For ticket info check out **www.silverstone.co.uk** – I would do it for you but the internet at DBR HQ has fecked up.

The bad news for MX fans is the exorbitant cost of visiting a round of the Moto GP series might mean you have to miss out on the off-road action at Silverstone. But fear ye not because the very next round of the RBPNs (along with its faithful sidekicks the Elite Youth Cup and Fuchs-Silkolene two-smoke series) will continue at Whitby just one weekend later (June 26/27) where local lad James Noble will be going all-out to beat off (tee hee!) a top line entry that'll no doubt include MX1 warriors Brad Anderson, Gordon Crockard, Jason Dougan and Ben LaMay. Meanwhile, in the MX2 class it's safe to expect Martin Barr, Nev Bradshaw and Elliott





CLICK N' FLICK!

BACK ISSUES! ONLINE! FOR NOWT! MADNESS!

The summer of 1981 was salad days for British MX. Neil Hudson was heading towards the world 250cc crown, Noycey was still a force to reckoned with and the Yanks had yet to embark on their des Nations domination.

But better still, a new off-road motorcycling publication called Dirt Bike Rider had just hit the newsstands!

It's hard to believe given the combined IQ of the current editorial team that DBR is all grown up and almost 30 years old but it is – and that's an awful lot of mags. The first few were quarterly before we went monthly but by a rough reckoning that's over 350 issues. We could give you an exact number but that would involve actually counting 'em…

The regular requests we get from readers often start along the lines of 'I'm restoring a '95 CR125 and want to know what the stock graphics look like…' or 'have you got a picture of Ricky Carmichael's Pro Circuit 125 for a college project…' or even 'my photo was in your mag and I've lost my copy…' You get the picture – basically, can we go through our archives and do a spot of photocopying?

We're not moaning – far from it in fact. Flicking through the back issues is a top-drawer way of killing a few hours. Jack Burnicle's old columns are a great read, Kurt Nicoll's champagne mullet is always good for a laugh and then there's almost 30 years of bike tests to pore over.

Anyway, a black and white photocopy doesn't do them justice so we're in the process of dragging our huge archive kicking and screaming into the 21st Century by digitising it and sticking it up online on our website. There are more than 30 issues up there already with more being prepared all the time and you can check them out for nowt by hooking up to **www.dirtbikerider.com** and clicking the **Digital Vault** button.

All issues are completely searchable so if you're looking for something specific type in your keyword of choice – if not just pick an issue at random and have a bloody good click n' flick! And if you like what you see and also happen to be a DBR subscriber then you'll be able to enjoy the very latest issue online a week before it hits the shops!

Reading magazines? On a Sinclair Spectrum? On something called the inter-ma-net? If you'd told us that 30 years ago when we were lusting over 490 Maicos we'd have said you were crazy...



Banks-Browne will all be battling it out at the pointy end of the RBPN stick. It should be a cracking weekend of race action on one of Britain's very best motocross circuits.

In off-road racing news David Knight took the inaugural British Enduro Sprint title with another display of dominance at rounds five and six held at Saints Well near Rhayader. Although Knighter was unable to win every test over the season-ending weekend an overall win on both days saw the Manxman easily pick up his first major title of 2010. "Winning the Elite class title is great," says DK. "It's been a really good series and each of the rounds has delivered something a little bit different – like round five on Saturday which offered me my first opportunity to encounter some real wet Welsh conditions."

With the Dirt Funduro unfortunately postponed until a later date the DBR wrecking crew lined up to take on WOR's TMX-sponsored four-hour Firbank Fell challenge instead. In the two-man clubman class my badself and friend of DBR Jay Elder managed a cracking third overall with an epic ride that saw me bend some Renthal Twinwall bars, kill a kickstand, catastrophically rip off some custom graphics, hurt some handguards and then lose my lunch all over a KLX450 kindly loaned by WOR boss man Steve Ireland. Cheers Steve – the bike and the race itself were both awesome! Hope the cornflakes and drool clean off okay, aiii?

After cracking out the Muc-Off Steve's next major project will be the Triple H weekender at Hawkstone Park that'll feature races for kids, quads, clubman solo, vet and expert riders. Usually purely a motocross venue, on the weekend of June 26/27 WOR will take over the awesome circuit and surrounding woodlands for a full two days of off-road action that'll include moto-duro races and of course some good old fashioned hare and hound action. It's definitely one not to be missed and a rare opportunity to spin a wheel at the infamous Shropshire venue. Log on to **www.worevents.com** for the full lowdown or call Steve on **07944 378432** – just don't ask to borrow his bike for the weekend because he's still a little sore about me bending it...

The same weekend the British Trials GP goes off at Fort William in bonny Scotland where 12-time world champion Dougie Lampkin will be going for his 100th world round win at the fourth stop of this year's world tour. "This is definitely the biggest event for me this year," claims Dougie. "Fort William is the home of trials thanks to the Scottish Six Days and has some of the best trials terrain on the planet in the surrounding area. It would be a great stage for me to win my 100th GP."

The event all kicks off on the Friday with official practice sessions, the return of old TV favourite Kickstart and a plethora of cycle trials demos by none other than that dashing YouTube sensation Danny MacAskill. Two days of world championship trials action follows through the weekend and with an awesome array of stunning sections deviously plotted on the Nevis Range it's one definitely not to be missed. For a tad more information log on to **www.ukworldtrial.com**.

And finally here's a wicked whisper for you… Rumours have it that KTM UK are looking for a top-flight MX1 rider to take on the Maxxis and RBPNs for the 2011 season to fill a hole left by James Noble way back in 2008. Speaking of Noble has anybody else noticed he seems to be getting younger and younger? It's like he's some kind of Benjamin Button type character. Anyhoo, I digress…

On a recent trip to KTM HQ which MX1 pilot's oddly childlike handwriting do you think we saw in the guestbook down to visit head honcho Shaun Sisterson, possibly to discuss terms of a new contract maybe? Answers on a postcard to the usual address – if anyone guesses correctly we'll spill the beans next month…

SUPERSIZED!

DIRT 3-2-1 – THE UK'S #1 PRO-AM RACE EVENT – IS BACK FOR 2010 AND IT PROMISES TO BE BIGGER AND BETTER THAN EVER BEFORE…

Despite the weather doing its best to drown us all at last summer's inaugural Dirt 3-2-1 it was still a massive hit with racers and spectators as it brought together thousands of enthusiasts from each and every corner of the off-road world – plus plenty of newcomers who'd never been to an off-road event before – to FatCat Motoparc in South Yorkshire for a weekend of dirty fun and filthy frolics. And with the promise of even more good stuff to whet your whistle at this year's Dirt 3-2-1 we want to invite you all to FatCat on the weekend of July 31/August 1 for another fun-filled high-octane get together.

Like last year we'll be running motocross, supercross and endurocross race events plus we've got a sprint enduro too and then there'll be all the added extras – a massive trade village, brand-new bike displays, a bouncy castle, food stalls, MX practice sessions, licensed bars, trials demos by 12-time world champion Dougie Lampkin and the opportunity for newcomers to try MX in a safe and controlled environment with the Suzuki Test Ride team plus a whole lot more.

To ensure everything goes smoothly out on the race circuits the MC Federation crew will be in control of all the competitive on-track action which means a slick-running race programme on freshly redesigned and fully-prepped race tracks with the added bonus of transponder timing and all the glamour and glitz you'd expect from a top-flight MCF race event – think inflatable arches, super-hot 15 second-board girls and even more track banners and flags than a British championship or grand prix! We've purposefully kept the entry fees for racers as low as possible – MCF day licences and transponder hire are also available for a small fee – to ensure that Dirt 3-2-1 remains an affordable and enjoyable weekend for all the family.

And it's cheap as chips for spectators too with admission to the event pegged at 2009 prices – take that inflation! So that basically means it's still only £5 per day for adults and teenagers with accompanied children under 12 getting in for free! And as well as being great value for money Dirt 3-2-1 is a doddle to find as the fantastic FatCat facility is situated just 30 seconds from junction 4 of the M18 in sunny South Yorkshire. For more information about this awesome event log on to **www.dirt321.co.uk** or call the event information hotline on **01524 834030.**





Off-road all-rounder Gordon Crockard's got his sights set on the King of Dirt title

SHOWDOWN AT THE HOEDOWN!

TOP STARS IN ACTION AT DIRT 3-2-1…

Okay so you already know that 12-time world champion Dougie Lampkin's gonna be in attendance at this year's Dirt 3-2-1 doing trials demos and probably trying to capture the Dirt 3-2-1 endurocross crown he narrowly missed out on last year but which other star riders can you expect to see?

Well, we're already in talks with most of Britain's leading motocross stars – the ones that aren't contracted to the GPs at least – and they're showing great interest in taking on the supercross and motocross events while a bunch of our top off-road stars including David Knight and Paul Edmondson are interested in battling it out in the sprint enduro and endurocross races but there's one man ready to step up and take on it all…

Having won three British motocross titles, a British supercross title and competed in the ISDE and American GNCC championship, PBM Kawasaki's Gordon Crockard is considered to be a true all-rounder. And that's why Gordy's so looking forward to taking on Britain's best at Dirt 3-2-1 as he'll attempt to win all four major events and also pick up the King of Dirt title plus the big cash prize that comes with it.

"I'm really looking forward to a full weekend of racing in some very varied disciplines," says Crockard. "It should be a whole lot of fun and I hope that lots more top riders step up to the challenge and make me work for all that lovely prize money – I'd hate to have it too easy!"

To win the King of Dirt title Crockard will have to beat off some stiff competition and score consistently well in each of the supercross, endurocross, sprint enduro and motocross disciplines. And it's not just the pros who'll be battling it out for King of Dirt titles as there's one up for grabs in each of the other classes – Autos, 65cc, SW85cc, BW85cc, Rookies and Clubman adults – too. Obviously, the nippers' titles will be decided over just their supercross and motocross results while the Clubmen will have a similar array of events as the Pro class racers. It should certainly create some excitement if it boils down to the final motocross motos at the end of the weekend. We simply can't wait cos it's gonna be a corker!

DIRTBIKE RIDER FatCat MOTOPARC TMX www.tmxnews.co.uk

MCFEDERATION



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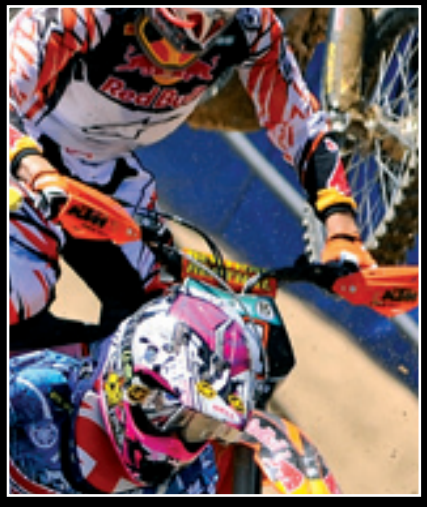
FIND DESPRES AND WIN A SHARK LID

This month thanks to our bezzie mates at Nevis Marketing we've got another top-of-the-range **Shark SXR Cyril Despres replica** skid lid worth a whole **£229.99** to give away.

Somewhere within the pages of this very issue we've superimposed the Dakar Rally hero's disembodied noggin onto an innocent bystander. If you can spot it then you could win the helmet – simple, eh?

All you have to do is locate Cyril's swede and then text the word **DBRCYRIL** followed by a space, the page number, another space and then your name and postcode to **64343.** You'll receive a text back confirming your entry to this competition.*

Entries close on **July 8** with the first correct entry chosen at random getting the Shark lid in a size of their choice…



GOLDEN PAD

WIN A PAIR OF RENTHAL HANDLEBARS

Renthal, as everyone knows, builds champions – and now one lucky reader can have their very own piece of this winning heritage.

Have a close look at our pic of this golden Renthal bar pad, then flick through this month's mag and find the full pic we've taken it from. Once you've found it simply text the word **DBRRENT** followed by a space, the page number it appears on, another space and then your name and postcode to **64343**. You'll receive a text back confirming your entry to this competition.*

Entries close on **July 8** with the first correct entry chosen at random getting a pair of Renthal handlebars of their choice…

Terms and conditions:

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THE REVEREND ON THE ROAD!

WITH PORTUGAL, SPAIN AND THEN THE USA IN QUICK SUCCESSION IT'S BEEN NON-STOP THIS MONTH FOR THE FASTEST THING TO COME OUT OF IPSWICH SINCE THE A14…

Words by **Jake Nicholls** Photo by **Steve Cox**

I'm sat in Chicago airport waiting for a connection flight to Brussels on my return from the USGP and I get a two-word text from DBR. 'Column time'. 'Bloody Northerners' was my two-word reply – it seems like only a day ago that I last emailed my column over and this month has gone so quick I'm having to look at my last scribbles to see where to start my stories from.

Hi everyone, hope you're all well. I'm sure you've all been loving life in the sunny UK! I've been in America for the last two weeks and been getting reports from mum saying how much warmer it is at home than where I was. Things have been typically busy since I last wrote. As I said before I didn't have such a good time in Scotland and the week after that was Portugal and it seemed the little low in my performance had continued as Saturday didn't really go so good and then in the first race on Sunday I was in ninth and had a massive crash on a downhill triple which shook me up a bit. But I got back to 16th and then turned it around in the second race where I ended ninth and felt so strong.

I really found my form in that race. I was riding hard and although it wasn't my best result I was so strong at the end and it almost felt easy. I was pumped with that as my trainer Steve and I have worked so hard on my fitness and it really made me believe that I'm one of the strongest out there. I've felt good all year for sure but I seemed to find that feeling where it's easier to go faster – it's hard to explain in words but it's all to do with rhythm, strength and pure bike time I think. From there it was Spain which went really well and I ended up sixth overall with a personal best of fifth in the second race and I was pushing Simpson in the last few laps for fourth. Fair play to Shaun, he's come from a tough start to the season and bagged a couple of podiums – good on him.

I've been away from ol' Suffolk for a while now as when I flew out to Portugal all the ash messed up my flights. It didn't really bother me and I stayed out there a couple days then hooked up with Wayne and Jeremy in the race truck. Wayne let me practice in the week which was cool as he had to build a bike for me – we went to the former GP track at Talavera which was awesome. It was like a GP with a fair few riders there. I had a good day's riding then trucked on the rest of the way to Bellpuig,

It was quite cool to be with them for a week and see what they do the whole time. One things for sure, the mechanics have it tough compared to us riders. They work really hard and it motivates me when I see them flat-out as it makes me want to repay them with some top results. So as I said Spain went well then it was a bit of a hope and a pray to get home that night as the ash still hadn't buggered off. I hopped in the hire car with Mark Chambo from MVR-D and his boys and we got to the airport to find the flight was on. Phew!

They were in a hurry to get us seated as all British airports were closing in just over two hours and it was at this point that I realised I was missing my mobile phone. So I shout over to Mark "ring my phone mate, I can't find it'' and he taps his pockets and he's missing his too. So I legged it off the plane back into the terminal building where we were sat and there they were, two phones on the table still surrounded by cans of iced tea! But despite the ash cloud and some last-minute fannying about I got back Sunday night and my girlfriend Blu picked me up with Percy my dog in the car which was cool.

I was flying to America on Thursday morning from Brussels so it was a night in the hotel there for Steve and I before meeting the boys (Wayne and Jeremy) with their massive bags full of bits for the bike we were borrowing from KTM USA. We landed in LA on Thursday night and stayed there before driving up to the AMA National at Hangtown the next day. They run them like a Maxxis but on Saturday so it doesn't take up primetime TV like Nascar and those kind of sports. The racing was totally pants to watch but it was awesome to see how everything works over there and the top 10 in both classes are very fast. It was great to see Tommy get second in the first race, man we were cheering hard for him to win. Shame about the second moto but he said he'll be good for round two. 'Goe get it buh' as they say in Suffolk!

It made me want to race so badly – that was a regret actually, not racing there. But it was good to see how they do it. Then we had a look around San Francisco which was cool – lots of gay men so Steve was in his element!

Back to Southern California after that to get the bike built up and practice which all went well and it was like a National on the Thursday at Pala Raceway which is not a bad little track. It was cool to be on the track with people like Weimer and co and I was the same speed as them although granted the track wasn't so tough. But Musquin was smoking them all including Rattray – the only person to give him grief over there is gonna be his wily ol' countryman Christophe Pourcel.

Then it was the GP which was cool – the track was ill to death but took a bit of time to get used to, especially as we were minus a practice and it was so fast. I loved every minute of it though and we came home with seventh overall which was good. A massive, massive thank you to Wayne, Jeremy and Steve for putting up with me for two weeks – that's something in itself – and getting my bike sorted. Also a huge thank you to KTM USA, FMF and Fox Racing – they were all so helpful and I couldn't have done it without them.

Go hard #45…



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BACK TO SCHOOL!

CAS SUMMER DATES RELEASED

He may be a big lad with a matching pair of knackered knees but some things can still make DBR's Deputy Dawger show a surprising turn of speed. A jealous boyfriend with a tyre lever is one, the great Greggs half-price pasty sale is another. And to the list you can add a CAS Honda MX school…

As documented in a recent issue of DBR, Sutty spent a day polishing his skills with Neil Prince and the CAS crew and despite his years banging bars he still came away feeling he'd polished up his technique. Y'see, you can teach an old Dawg new tricks!

Old Dawgs and young pups alike – plus moto hounds aged anywhere in between – can take advantage of the latest series of Professor Prince's CAS summer schools which kick off on **June 11** at Airfield Farm, Market Harborough. Neil gives advice on every aspect of riding and racing with plenty of one-to-one teaching which is why the schools are strictly limited to ensure pupils get the very best out of their day. With hands-on demonstrations and tutor-led sessions, riders of all ages can benefit from learning or improving their technique in a fun, enjoyable environment.

The schools will travel across the UK throughout the summer with venues lined up including Oxford, Birmingham, High Wycombe and Lincolnshire. Available on a first-come, first-served basis, they are priced at £85 per person per day. For more information go to **www.cashonda.com/training** or call **07725 857203.**





© Simon Evans

Martin Barr sails into the Rhayader sunset

NIGHT RHAYADERS!

BARR DRAWS FIRST BLOOD IN WALES

The super-popular PAR Homes/Bache's Bargains-backed Wednesday evening MX series organised by Rhayader MC kicked off at the Cwmythig Hill circuit at the start of June and it was Ireland's Martin Barr who drew first blood.

Putting a big smile on team boss – and series sponsor – Paul Rowland's face, the PAR Honda rider led home an Irish 1-2 with a pair of seconds and a race two win giving him the nod over Gordon Crockard. Round two of the series will take place on **June 16** before the action wraps up on **July 7.**

For more info hook up to **www.rdmcc.co.uk** or give Andrew James a bell on **01597 810396**.

CROCKSTAR MAYHEM!

THERE'S NOT ENOUGH HOURS IN THE DAY – OR DAYS IN THE WEEK FOR THAT MATTER – FOR GORDY TO TAKE CARE OF HIS TO-DO LIST.…

Words by **Gordon Crockard** Photo by **Sutty**

May-hem! I need longer days, longer weeks and longer months to get the jobs on my to-do list reduced. My oh-so clever father always told me that to get things done you have to get up early in the morning. Well, I do and I always have so that theory doesn't help my case at the minute. Ever got tired enough that your eye flickers a little in the corner of it? Yeah? Ever had both eyes flickering at the same time? Hmmm, time to take five thinks me!

Anyhows, it's June now and the halfway point of the season and I've got a wee bit of catching up to do in two of the championships I'm contesting. The Maxxis British and Red Bull Pro Nationals are the two series that I'm behind in – although I did miss round one of the Red Bull Pro Nationals and that has really hampered my ranking in that points chase. I'll keep trying to make up as much as I can at each round though and maybe things will turn out okay come the final round at the end of September.

The Maxxis British series is mega hard to pull big points back in as so many guys are capable of taking good points at each round. The last round at Duns was a really bad day's scoring for me and it has given me the biggest problem of all to solve now. On a more positive note I am leading the KWS British Masters series and both the Ulster and Irish championships. So three out of five are tipping the balance the right side.

Since I last wrote my weekends have been kept active with a British Masters at Whitby where I was second, a Fuchs-Silkolene 2 Stroke championship round at Canada Heights where I also was second, a Red Bull Pro National at Canada Heights the following day where I won, a Stag Doo in Donegal where we bog-hopped the bikes from 10am to 9pm all day, an Ulster championship at Tandragee where I won and the following day an Irish championship in Cork where I also won.

The highlight of all that was the victory at Canada Heights in the Pro National. I was very satisfied with my pace and enjoyed taking victory as my reward. On the same day the troublesome volcanic ash cloud reared its unwelcome head again and my flight home was cancelled so I was grateful of catching a lift home in the back of Stuart Holland's van. On the back of two days hard racing I was fairly fatigued by the time I made it to my own bed on Monday night.

Socially I have turned into a bit of a hermit. I don't see people and am very engrossed in my own wee world living on Planet Gordy. I just seem to be more focussed on the priorities that require attention now and due to the lack of time available, because the human body can't function without sleep, I am very detached from regular socialising. I'm managing to keep happy by making progress with things that are important to me now so I'm not complaining at all. I keep in touch with what's going on with the people I care about and being at race meetings is an opportunity to see friends who come to support me so I'm not lonely or going weird

I'm hitting the road shortly for a stint in my van in England going from race to race – I'll be away for a month living it up in the Mercedes Hotel. Thankfully the summer is kinda here and I won't be too troubled by rain or cold.

Leo is the man responsible for giving me the best bikes available to race on when I'm in the UK and unfortunately he has just broken his ankle in a racing accident of his own. I hope he heals up quick as we are a good team and I need him healthy for the schedule we have coming up.

www.crockstar.co.uk is the point of info for all training and coaching related topics from me. The new dates are in place for my camps in Spain for 2011 and I really look forward to getting down there again in January.

Adios amigos!

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SWORDY

STILL STRUGGLING

THE EPSTEIN BARR VIRUS IS STILL TAKING ITS TOLL BUT STEVIE'S SET HIS SIGHTS ON A DEBUT MAXXIS WIN FOR CCM…

Words by **Stephen Sword** Photo by **Sutty**

Not a great month of racing for me. I'm still struggling and I had to make a decision as to whether I am able to race over two days and for longer periods and I had to face the fact that there is no way with this illness. The only way to shift it is to rest, sleep as much as I need to, eat and drink well.

I get regular blood tests to see if the levels are improving. I find it hard missing the races, I guess it's because I'm not laid up on the sofa with a broken bone. However, this virus has to be treated as an injury – only time will heal it. I've got my head around it now and a plan for the next few weeks leading up to Lyng.

It's no secret that the British championship is mine and the team's main priority so I focus everything on those events and will worry about the GPs when I feel ready. Anyway, that is what I did – rest and try to keep myself busy with Ayrton. He's at a really cool age at the moment. He has no fear, in fact he's a bit of a headcase at times. You know what kids are like – into everything and everywhere they shouldn't be.

I've really enjoyed the extra time that I've been able to spend with him over the past few weeks. We have been swimming together and I took him to one of his playgroups the other day. It's great to see him developing his skills and growing up. However, his mum told him off the other day at a music place because a child tried taking his toy and he hit him so hard over the head. Then when he thought Jodie wasn't looking he tried biting him so he ended up in the corner of the room for one minute. He's just like his mum and has to have the last word!

After a few weeks I got back to riding and training but I have to manage what I do and only do enough so I don't take a step backwards. It felt good and great to be active and doing stuff again. However, I do like the challenge and it gives me more motivation to do better then ever. I've been on the bike testing some new stuff we just received. CCM are always trying to improve the bike for me this year and looking at new ways and changes for 2011. I'm starting to enjoy that challenge now as well, to develop a bike and get it to win races and championships is a pretty cool thing. It can be extra work at times but I'm up for whatever it takes to get the job done.

This week has been cool as I've had my dad down – he's been coming riding with me and watching me put the laps in. He's going out on a few nights for drinks as he has loads of friend down this way from the motocross.

I was invited by Oakley to the O2 golf live which was held at Stoke Park in Buckinghamshire. It was awesome – lots of top pros were there with cool demonstrations going on throughout the day. I got a tour round the tailor-made big rig – that was very nice and a lot similar to some of the motocross trucks inside. I also got to meet Colin Montgomerie, a lot of people have their opinion on him but he was cool and nice enough to take time for a few words. What I did find funny was I got a VIP parking pass so I pulled up to the guy in my van and he directed me where to park. I pulled it in between a Ferrari and an Aston Martin! The white van stood out like a sore thumb. The money that's in golf is sick – I know what Ayrton's getting for Christmas…

I do love my golf and have not been able to play much this year but now the nice weather is here I will get out. I'm hoping to go watch the Welsh Open which is held at the Celtic Manor resort – it's on tomorrow so I'm up for that. And this Sunday there's a race at Foxhill which I'm going to do – I need some race time before Lyng plus there is a British there later in the year so good practice for that and it's only 10 minutes down the road.

Well that's another month, let's hope I can turn it around and get back to racing the GPs. I also want to get the overall win for the British in Lyng which will be the first for CCM. The team deserve it and I want it! Have a good one…

Braaaap #71



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MAX ANSTIE

OUR FAVOURITE GINGA THROTTLE WRINGA SPILLS THE BEANS ON LIVING IN AMERICA, RACING SX AND BASHING BARS WITH HIS LEGENDARY OLD FELLA MERV THE SWERVE…

Interview and photo by **JP O'Connell**

Q: Does America feel like home now or does it still feel like you're just visiting?
Dan Searle, Wolverhampton
A: *"No, I represent the BIG UK! America is home now though, I really like it here. I mean there are a few things about England I miss, like the food for instance. Otherwise this is home. My dad, stepmum, Zoey and me – the only one missing who I miss a lot is my little brother Taylor who's still back in England."*

Q: Is there any part of you that wishes you were riding the GPs and getting to regularly mix it up with the likes of Musquin, Roczen and Herlings?
Carlo Wey, Dulwich
A: *"You know Carlo, it's really great to race in Europe and I did the European championship on 85s with Roczen and Herlings – they are the kids I grew up racing against before I got the opportunity to come over to the US with KTM. I do miss Valkenswaard and Sevlievo but I feel like the competition is the best in the sport over here and I am having a lot of fun. Not to mention the weather in California is awesome! I wish I could bring all my English supporters over here to ride with me and then it would be perfect!"*

Q: Did riding supercross live up to the expectations you had for it?
Jason Hennessey, Ruislip
A: *"Hi Jason. Any kid in Europe dreams of coming and racing supercross in America and I had that opportunity. It's a hard series – the hardest in the world – but I did all right and had a few good races. I almost won San Diego and in my comeback race after my injury I won Seattle's heat race with Weimer and all the good guys in it… So I think I've got all the pieces to the puzzle – just need to put it all together."*

Q: As a 17-year-old British kid how does it feel to be sharing the Yamaha test track with the likes of James Stewart?
Ryan Chorley, Yorks
A: *"Ryan, at first it was a bit intimidating but I found it fun after a while. James is a nice guy and really down to earth. He actually likes riding with me and trying to pass me around there. I can keep him off for a few laps but his 450 jumps further than my 250F!"*

Q: Before your injury you were really hauling in supercross – were you a natural at it or did you find it difficult to learn?
Steve Kelly, Radipole
A: *"My dad has always had me practising SX growing up in England, we had a motocross academy with some of the best up and coming UK amateur riders so that always made it fun for me. Supercross doesn't come overnight, the base training comes from an early age and we made sure to get all the basics in place before we moved on over here. I think that is what so many Europeans miss out on – over here we have SX tracks at all the tracks that you can pay to go on so a lot of the little kids and pros have an opportunity to practice SX all the time. So I felt like it was natural and I really enjoyed it."*

Q: Your dad had a reputation as having a bit of a temper during his riding days. Has he chilled out now or does he give you a hard time when things aren't going so well?
Justin Lee, Gravesend
A: *"Well, Justin, my dad and I work very well together. We have done everything together… Our training and the work we do is better and we are building the team and people around me so everything stays positive. From mental to physical and to the skills everything is coming into place. I am ready now to take on the world, there is no reason why I shouldn't win and be the best racer ever but if something doesn't go right – like Hangtown – we go back to the drawingboard, do our homework and come back stronger than ever. Dad has taught me to channel the anger into smoothness and finding a flow on the track. We are the A team!"*

Q: What do you miss the most about England?
Stewart Hill, Bangor
A: *"Not the weather! But this is the easiest question of all – the food! The food is so much better in England. I don't know what these Americans are doing over here – they make everything taste horrible. But my stepmum has found some treacle pudding, digestives and other English food at a store over here."*

Q: Does your dad ever fire up his CR500 to show you how it should be done?
Martin Hendrick, Yeovil
A: *"Ha ha! Martin, my dad has a YZ450F now and he fires it up every once and awhile. He's actually still quite fast and is still aggressive on the bike – he tries to take me out every time we ride! He races all the kids that live with us and there are top amateur kids and he can beat them sometimes – he can't whip as big as me though!"*

Q: With the new AMA age limits now in place it means people like Ken Roczen and Jeffrey Herlings will spend at least the next couple of years in Europe (good for us!). What do you think about the ruling?
Colin Day, Portsmouth
A: *"I don't think it's good at all – they should let them come over and race and battle with the Americans if they want. I went pro over here for that very reason, I didn't want to get stuck in the amateur races over here… I turned pro just after my 16th b'day and physically wasn't ready but if I wouldn't have gone pro then I would have been stuck in amateurs for two years."*

Q: Do you think the fact that you are based in America could harm your chances of being selected to ride for the UK at the des Nations?
Mark Ellis, Trowbridge
A: *"Well Mark, I hope it doesn't and Tommy Searle has a house and American girl over here now so maybe they won't show prejudice towards me… I would really like to be on the team for sure!"*

Q: The DNA Shred Stix/Star Racing Yamaha team you ride for is pretty big – are there ever any team orders and how do you get on with the other riders?
Sam Wilson, Southport
A: *"The team is mega. I love DNA – the Shred Stix are tasty and so are the drinks. I don't really get on with the other riders – they are all right but sort of have that American 'cool guy' mentality."*

Q: Do you prefer the groomed tracks of the US or the rutted up and left alone Euro style ones?
Kirk Passmore, Rushden
A: *"I like both. Of course, European tracks are really cool to train on but I like racing in America."*

Q: Have you started speaking with an American accent?
Si Cotterell, Windsor
A: *"Oh, my stepmum tries to convert my dad and I but I'm a Brit through and through so no American talk for me!"*

Q: How about a blatant plug for your internet stuff?
S Lawless, Morecambe
A: *"For all my fans and friends out there go to* ***www.facebook.com/UNIONMAX*** *and sign up for the UNION MAX Supporters Club – there are a lot of benefits if you sign up. If you have any questions for the UNION MAX club feel free to contact me at* ***devinmitchell@rocketmail.com.***"

NEXT MONTH

JAKE NICHOLLS >>

To quiz The Reverend over anything and everything from his freaky six toes to his Zac Efron lookilikiness email your question across to him at ***dbrproprobe@googlemail.com***

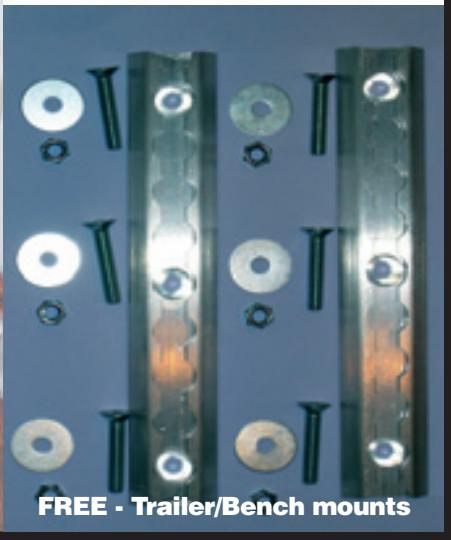
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GUN SLINGERS!

FOR THIS MONTH'S COJONES COMPARISON WE'VE GOT A HEAD-TO-HEAD BETWEEN PISTOL-PACKING BIKE IT COSWORTH YAMAHA TEAM-MATES MEL POCOCK AND ZACH OSBORNE...

Interview by **JP O'Connell**

DBR: Who would you like to play you in a film of your life?
MP: "Who's the guy that plays Happy Gilmore? Oh, I know, Adam Sandler."
ZO: "Jack Black."

DBR: When did you last clean an air filter?
MP: "Mmmmm, I'm not sure, maybe three years ago."
ZO: "Probably about five months ago."

DBR: Could you check your own valve clearances?
MP: "Never, no way. I mean I know they're on the top of the engine but that's it!"
ZO: "Yes, definitely."

DBR: Have either of you ever eaten anything that you've killed?
MP: "I do fish and I do have a gun... I once shot a blue tit that was on the bird table in front of my mum's house but I didn't eat it!"
ZO: "I've eaten fish that I've caught, I also have a gun but I don't hunt."

DBR: How many bones have you broken?
MP: "I've broken my wrist four times, my collarbone, my shoulder and a couple of ribs so about eight all in."
ZO: "I think it's about 10 all in."

DBR: Can you eat spaghetti without a spoon?
MP: "Yep, I never use a spoon."
ZO: "Yeah, fork only."

DBR: Something you eat that you know you shouldn't?
MP: "Umm, probably ice-cream twisters."
ZO: "Cheese."

DBR: Do you own a pair of slippers?
MP: "Yes but they are Vans ones so hopefully that gives them some cred!"
ZO: "I did have some furry ones but I've since handed them down."

DBR: You're in second and on the leader's rear wheel – do you take him out on the last corner for the win?
MP: "Yeah, of course I would!"
ZO: "Yes, of course!"

DBR: What is the highlight of your career so far?
MP: "It's got to be scoring my first GP points in France, then going out in the second moto and beating it and also getting my first British overall at Landrake last year."
ZO: "Winning the Turkish GP."

DBR: What car do you drive?
MP: "A Suzuki jeep but me and Zach are going to buy a one-litre Mini and paint her up in black!"
ZO: "In England I drive a Renault Traffic and in America I drive a Chevy Silverado."

DBR: And if money were no object?
MP: "An Audi Q8."
ZO: "Well Mel's trying to get me to go halves on a Mini but I'd prefer a Lamborghini Murcielago."

DBR: Have you ever blamed a poor result on a non-existent 'mechanical' issue?
MP: "No, never. Actually, I once raced with the choke on and blamed it on the bike even though I'd pulled it on at the startline!"
ZO: "No, never."

DBR: Have you ever been arrested?
MP: "No, never."
ZO: "Mel nearly got me arrested once – we were riding our bicycles the wrong way down a motorway!"

DBR: If you could change anything about yourself what would it be?
MP: "I'd like to be able to hold onto my weight a bit better, I lose weight too easily."
ZO: "I wouldn't be so 'germaphobic' – that's a cleanliness thing, not a fear of German people!"

DBR: What's the most embarrassing thing you've done while drunk.
MP: "I've only been drunk once! It was at the des Nations Monster party and someone said I was feeling around the walls like a spider trying to find my way out."
ZO: "I never drink alcohol."

DBR: If you could meet any person – alive or dead – who would it be?
MP: "Rick Melon from Winner Takes All."
ZO: "Johnny Cash."

DBR: If you were shipwrecked on an island what three things would you want with you?
MP: "A minibike, my iPod and a bed."
ZO: "My girlfriend, my dog and some summer fruits to put in the water."

DBR: What's your favourite film?
MP: "The Hangover, it's so funny!"
ZO: "The Hangover, it's mega."

DBR: What's your most annoying habit?
MP: "It has been mentioned that I may have a tendency to take tools out in the workshop and leave them lying about the place."
ZO: "I'm a germaphobe."

DBR: Where is your favourite place on earth?
MP: "At my house."
ZO: "Daytona during bike week."

DBR: Do you have any fears or phobias?
MP: "No, I don't think so."
ZO: "Yeah germs, heights, anything that's dirty, other people's pets – can't stand them... I don't wanna meet your dog, really I don't!"

DBR: What's your most prized possession?
MP: "My mum!"
ZO: "The ring that my girlfriend gave me."

DBR: Favourite race you've been in?
MP: "Probably my first race in the Junior World Cup 2008, I really didn't expect myself to have a third."
ZO: "[Laughing] One time I raced Mel to the bathroom and I beat him!"

DBR: Have you ever been in a fight?
MP: "No, never."
ZO: "No but if Mel makes one more fat joke about me I'm gonna be!"

DBR: Is winning a race better than sex?
MP: "Yeah."
ZO: "It's a toss up – I've never had sex so I guess winning a race!"

DBR: How do you have your steak?
MP: "Medium."
ZO: "Medium rare."

DBR: Blonde or brunette?
MP: "Brunette."
ZO: "Blonde."

DBR: If you had to give up either the internet, your mobile phone or eating meat which would it be?
MP: "Mobile phone, definite!"
ZO: "Eating meat."

DBR: Something about yourself that nobody else knows?
MP: "I've got a pet donkey called Henry."
ZO: "I always put my gear on in the same order, right to left."


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TOP GUNS!

GORDON CROCKARD AND MARTIN BARR FLY THE FLAG FOR IRISH MX...

Martin Barr's showing cracking form as the season hits the halfway mark

Words by **Stevie Mills** Photo by **Sutty**

The Irish duo of Gordon Crockard and Martin Barr are currently enjoying the trappings of success in all the major UK championships. The Crock Star has yet to score a podium in the Maxxis MX1 class, although that could well have changed before the ink on this month's magazine has dried.

Blitzing through the MX1 field at round three of the Red Bull Pro Nationals, GC has firmly served notice of his hunger for victory – previous rumours of his demise at the sharp end of British MX have been pretty premature! PBM and Kawasaki will be well pleased with high returns on their investment so far – Gordy has beaten both Brad Anderson and Swordy recently in Red Bull Pro Nationals action so come on fella, bring it on at the next Maxxis!

Martin is now leading the Red Bull Pro Nationals MX2 division – the change to PAR Homes Honda has proved to be a good partnership for both parties. "Things are running well for me at the moment," says Marty. "Now that I have the red plate for the first time you can be sure I will try my best to hold on to it."

Round two of the Norman Watt Motorcycles Ulster Championship was hosted by the North Armagh MCC at Tandragee Moto Park. The circuit was immaculately prepared by John Sinton and his team and there were a few additional sections added to the track which seemed to go down well with the majority of riders.

Wayne Garrett made his way past the fast-starting Gary Gibson early in the opening race and began stretching out a substantial lead over the pack. GC had a tough time making his way past the leaders, especially Hammy who is gaining more confidence every weekend and dived underneath Crockard on a number of occasions. With the time ticking away, GC finally had a clear track ahead of him and he picked up the pace as he hunted down Garrett.

The two-lap board was produced and the tension was electrifying as GC reeled in Garrett who was visibly riding tight under pressure before sliding off his TSR KTM, robbing the spectators of a grandstand finish. Wayne remounted to finish second with Hamilton taking third place from Merton and Richard Bird.

Race two was a GC display of throttle control and cornering technique as he cruised to another win to extend his Ulster championship win streak to four from four. Robert finished second from Merton as defending champ Garrett hit the ground again. Bird also fell as he tried to avoid the stricken Garrett.

No prizes for guessing the leader in the Ulster points table – GC is on a maximum 100 points while Garrett and Hamilton are tied on 76 points. Merton is running in fourth place followed by Garrett's younger brother Jason who rounds out the top five.

Get well soon to the riders that were hurt during the Tandragee meeting. Tubby 'The Grinder' Thompson took a nasty one in the second moto and he was seen sporting a cracking shiner. Hope you didn't rip those new tights!

Grade B was, as usual, a hotbed of young talent. John O'Meara had a great day on his TCM Honda, the Loughbrickland lad won both motos in fine style. Championship leader Ryan Adair posted 2-3 results and third overall on the day was Mark Dynes. After two rounds Ryan leads on 77 from Matthew McIlroy on 66 and Mark on 61 points.

The drive from Tandragee to Cork City for round three of the Irish series might not be everybody's idea of fun but the racing was worth it with a good turn out of local spectators enjoying three top class races in the premier division.

As the pack rounded corner one it was Watt/GOMX rider Ricky Bird who had the advantage which he held until lap two when Wayne Garrett made a pass on his way to winning the opening moto of the day. Hammy continued his return to form, placing second from Merton and Bird with Crockard fifth.

Second time out Crockard made his move on Hammy on lap six and never looked back, pulling a 17-second lead over Hamilton at the chequered flag. Merton finished third followed by Bird and Garrett. GC got a good start in the final moto and went on to take the win by nearly 30 seconds from Hammy, Tommy and Davy Gorman.

GC and Hammy tied on points for the Grade A MX1 overall with GC taking the top step by way of his win in the final race of the day. Tommy Merton claimed a well earned third.

Grade A MX2 was an AJ Elite Bathrooms affair with Jason Garrett and team-mate Davy Gorman finishing first and second. Third on the day was yet another KTM rider, Gary Gibson. Keith Finnamore won the Grade B MX1 class overall from Donal Teague and Niall Donaghy.

MX2 winner John Meara won two races on the day. Second was Matthew McIlroy with Mark Dynes filling out the podium. There were three different race winners in the Grade C Open class – when the dust settled it was Michael McGrath who took the overall honours from Killian Flavin and Darren Robinson.

More good news! Graeme Irwin is returning to Belgium shortly and the HM Plant Red Bull KTM UK racer is in upbeat form and excited about rejoining his team-mates. He may well be a little ring rusty for his first few races but I expect the G-Man will come strong during the latter part of the season.

Stevie

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Ladies' world trials champion Laia Sanz contests the women's class in Italy

FRANCO-PHILE!

JONTY ENJOYS A SURPRISE PRESSROOM ENCOUNTER WITH THE MAN RESPONSIBLE FOR THE ACERBIS PLASTICS EMPIRE…

Words and photo by **Jonty Edmunds**

Pressrooms are funny old places, especially when it comes to the Enduro World Championship. Forget plush, air-conditioned suites, more often than not they're just a room – any old room – with a few tables, chairs and a painfully slow internet connection. They're neither exciting nor happening. But every now and then something happens that makes the long hours of keyboard tapping and image processing memorable. And for all the right reasons, too.

On the Sunday night of the recent GP of Italy, long after most teams and riders had begun their journeys home, I was joined in the press room by an energetic, slightly tired looking, middle aged Italian gent. His name? Franco Acerbis.

I'm guessing most of you will recognise his surname as I'll bet more than a few of you will have a set of handguards fitted to your bike manufactured by the company that carries his name. Franco wasn't dressed in a Mafioso-style black suit – he's just not that type of Italian. No, he was wearing the same unassuming event uniform as the rest of the organising staff and was simply having a wander through the building that also housed the jury room, 'secretariat' and club stores.

Franco is a remarkable man. I've been fortunate to have met him on a number of occasions, even getting a personal guided tour of his Italian plastics manufacturing plant. His office is a place I will always remember. Forget stylish and minimalist. Think more treasure trove that's bursting at the seams with artefacts, product samples, catalogues, photos and all manner of other stuff, spilling from his desk and across the floor area. It's less a place he works and more a place he collects visual reminders of where he's been and things he's done.

Normally, talking is the last thing most journalists do when in pressroom work mode, especially at the end of a long weekend. But with Franco clearly fancying a chat, well, it would have been rude not to.

"Who won this weekend?" was the first thing Franco asked. Initially not quite sure if he was taking the Michael or checking to see if our brains had finally turned to mulch, it soon became clear why he'd asked the question – because he really didn't have a clue. It wasn't because he was uninterested, it was simply because he'd been so busy working throughout the weekend that he wasn't sure which riders had done what.

Demonstrating that he was not only up to speed but also understood and followed modern day enduro sport closely, his next question threw me slightly. "What's your take on women having their own class in the world championship?" Not knowing if I should say that it was a great idea in the hope that was what he wanted to hear or offer my honest opinion – which is that the women's class should have been included into the European Enduro Championship and not added to the EWC – I was surprised to find Franco keen to consider the opinions of others. Explaining that he'd positioned 30 event marshals around the course in order to assist the girls and divert them around some of the harder sections of the track, he too didn't think that a women's class was right for world championship events.

Next up it was my turn to ask a question. 'Are you happy with the way the event ran?' Expecting a quick "yes, it's been great," before he dashed off, instead Franco pulled up a chair and began offering an insight into what it takes to organise and run the most shipshape of EWC events.

With numerous motor clubs dotted around the Valli Bergamasche each, so Franco explained, had a role to play in the running of the event. Some would take care of a special test, others mark and maintain a time check while some simply do whatever else is required. But what was amazing to learn was that 600 people registered to help during this year's GP of Italy, with Franco personally having to reduce that number to 300 people.

As anyone who's ever run an enduro event in the UK will tell you, getting the required number of helpers is always tough so getting 600 is something that's hard to comprehend. Then telling 300 of them thanks but no thanks, well, that's equally as bonkers. But that's what Franco did. Personally. Explaining that this year the Bergamo Moto Club hadn't paid for anyone's hotel, as most stayed at home, he'd saved the club 30,000 Euros. At this stage I was starting to understand just how big, well-funded, passionate and organised the Bergamo Motor Club was.

Before leaving Franco thanked me and Robert – the only other journo still busily working away – for attending the event. Apologising that there was no food or drink for us, he shook both of us by the hand and said that he hoped to see us again soon, possibly at the six days.

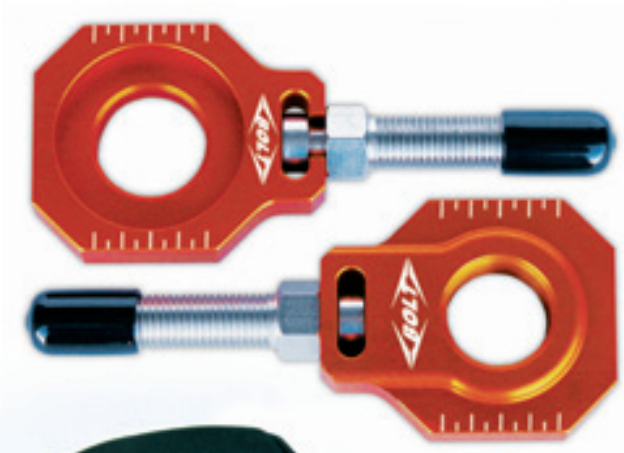
This year's GP of Italy was as memorable, passionate, chaotic and energetic as it always is. But meeting Franco, getting to have a chat with the man who has one of the most recognisable names in our sport, made it extra special. Franco is someone who subscribes to the adage 'it's nice to be important but more important to be nice'. And that's exactly what he is – a nice guy. A hugely passionate and influential guy but unquestionably a nice guy all the same.

If only all Sunday nights in the pressroom were as memorable…

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Ooh it's like a battle of the brands in 'ere this month with a Fox Racing Rockstar tee down there and this One Industries Monster Energy tee doing the business up the top end of the page. It's pretty much up to you which particular brands float your boat but we can guarantee whatever garment you choose you won't be disappointed by the construction (100 per cent cotton no less), printing or fit. Rockin'!

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You might not think that cleaning your brake discs is a necessary part of your dirt bike maintenance schedule but with a lot of nasty contaminants floating around, all trying their damnedest to stop your stoppers from stopping, don't you think that maybe you should pay them a little extra attention? That's where this awesome new brake cleaner from Juice Lubes comes in – just spray some on both sides of your discs in between motos and especially after you've washed your bike and you'll be going some way towards ensuring your brakes work better than ever!

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HE'S NO...

...Linford Christie – especially not in the lunchbox department – but Jeff Perrett showed he's still surprisingly nippy for an out-of-shape former GP motocrosser when he contested the final round of the British Enduro Sprint Championship. Unfortunately, he's not as quick at getting his story in so you'll have to wait until next month for a Fro-by-Fro, sorry, blow-by-blow account of his day in the saddle...



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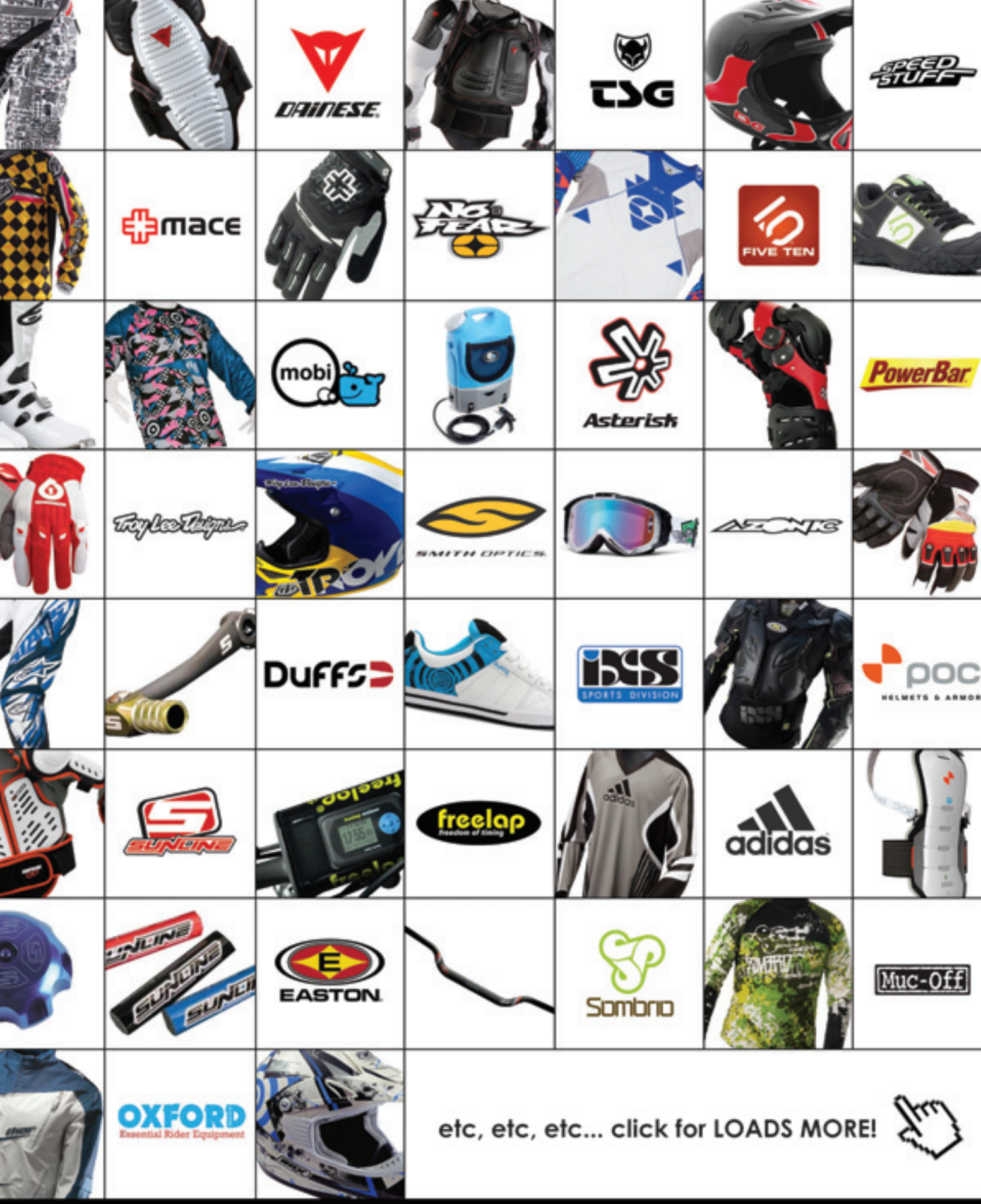
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REDEMPTION SONG!





WITH HIS US CAREER ON THE ROCKS, ZACH OSBORNE PACKED HIS BAGS AND HEADED TO EUROPE LOOKING FOR A WAY TO PROVE TO HIS CRITICS – AND TO HIMSELF – THAT HE HAD WHAT IT TAKES TO MAKE IT AS A PRO RACER…

Words by **Jeff Perrett** Photos by **Sutty**



Mallory Park in March is a far cry from the glamour of the AMA SX series which – if everything had gone to plan – Zach would have been racing

"Everyone goes to California because that's where most of the industry is based but I think it's a terrible place and I can't really stand it!"

Zach Osborne gets straight to the point with quite a bold statement as we start an interview that will last close to two hours on what, if I remember correctly, is Billy MacKenzie's sofa.

It's mid-week before the Portuguese GP and I've arranged to interview him after he's spent most of the day sorting out his camper for the trip ahead. Osborne is renting MacKenzie's house while he's away in Australia and as I arrive and knock on the door I get a mild sense of deja vu. Zach shouts out and asks if I can hold on for five minutes as he's just got out of the shower. When I went to interview Billy several years back he'd also just got out of the shower but in a complete contrast to Zach he opened the window upstairs and shouted out with pretty much everything on show.

As I'm stood waiting I'm already thinking Zach is clearly at the other end of the spectrum to a character like Billy Mac and I'm looking forward to finding out if I'm right in this assumption.

Like many in the UK motocross scene I know Zach but I don't really know Zach, so I start the interview with the obvious questions 'where are you from exactly?' and 'how did you get into motocross?' and he's off and running. The 20-year-old American talks in a calm, clear and articulate manner as he tells me about his childhood.

"My dad was a career drag racer on the side of running a successful excavation company out of Abingdon, West Virginia, so I was always at motor races and soon had a motorcycle. We floated around to a few motocross races but I wasn't really any good until I was about eight which is a bit of a late start for America. I grew up racing with Ryan Dungey, Nico Izzi and Austin Stroupe in the amateurs."

As Zach mentions those names I see an opportunity to dive in early before he gets going, cut straight to the chase and ask him where it all went wrong. That appears to be a very harsh assessment – after all he's won countless races, a GP and is a successful and well-respected professional motocross rider. I'm a little nervous about putting the question to him and how he'll react but I figure it will put his character to the test straight away and in this one moment I discover a couple of qualities he possesses that I really like – honesty and integrity.

I knew enough about Zach to know he was meant to be KTM's next big thing and they put a lot of faith in him in America. He came to Europe a lot in his youth, won the World Minis and had an illustrious career ahead of him in the States – so how the hell did he end up here, renting a house off another rider in a modest estate in Southampton, England?

"As an amateur I always had good support, good bikes and my dad always made things good for me and then the first year I turned pro it all went bad. My first pro race was the Daytona Supercross – just for fun really – and I got a 14th which was okay for just a few days over 16. Then my first official outdoor pro race was Hangtown and I got a sixth in race one but broke the clutch in the second moto and then I went to High Point and broke my thumb on amateur day so I skipped that.

"The next round at Southwick I did okay even with my thumb so it was kind of getting back on track, then at Budds Creek I led for 25 minutes and ended up 20th in the race. I just pushed myself past my limits and it all hit me and it was over, that just started two years of health problems. It's hard to believe that one moto ruined two years of my career. I over-exerted myself and picked up a virus. I've had bronchitis for most of my life and still really suffer with it now.

"I took a few races off and it just never got any better but then in the winter I started to feel good about myself and thought I was okay but the minute the Nationals came back round I just really struggled. I had no energy. Hangtown came back around and it was bad, like really bad. I got sick after Hangtown, really sick and then when I rode High Point the week later I was throwing up while riding and that's when we decided to stop and try and work out what was wrong with me.

"KTM had this doctor at the time so I went to Vegas to spend a week with him and he worked out that I had exercise-induced asthma which was causing fatigue on top of chronic bronchitis. It was a bad deal. So I stopped riding and worked on a new programme. I did loads of miles on the road bicycle, something like 3,500 miles in 10 weeks or something. I lost some weight and was feeling good about myself again.

"I went to Unadilla and was fifth fastest in practice but then I started to get this pain in my neck and within three laps I could not move at all – I mean, not at all. So I stopped and was laid out on the side of the track and they put me in a neck brace and took me off to hospital. Turned out I had a slipped disc in my neck that was



Zach's hoping to win a world title for team boss Steve Dixon





© Sarah Gutierrez

ZACH CRAIG

LIKES AND DISLIKES >>

I spoke to Zach about all kinds of things from what his future holds to his phobias so here's his take on...

Chad Reed: *"I really like Reed. When he first came to America I thought he was a bit of a dickhead but now that I've been to Europe and raced here I admire him for what he's achieved. He's left home and made it for himself like hands down and I really look up to that."*

Being a restaurant owner: *"I don't know why but one of my big things is to own a TGI Fridays!"*

Riding aggressively: *"Nothing scares me when I'm riding – I'll clean someone out, I don't care. I'll just straight up T-bone someone but I have a serious guilt issue in my everyday life. If I hit a puddle and splashed someone I'd go home and cry, seriously!"*

The man in black: *"I've always thought Johnny Cash was pretty cool because he's so different to me. He was at the other end of the spectrum and I kind of like that. I like his music too."*

Disabled parking: *"I never step on or drive on disabled parking signs, I'll walk around them. It's one of my biggest pet hates. It gives me chills and makes me feel sick if I do accidentally step on one."*

Roczen and Herlings: *"I don't think there's going to be any kids in the next seven to eight years that will come along with the same impact in GP motocross. I'm not putting them on a pedestal because I can beat them when everything comes together for me and it's going to but they are something out of the ordinary. Maybe puberty will derail them!"*

Mike Brown: *"I grew up watching Brownie as he was our big local pro. He's a really quiet guy but such a cool dude and a great friend. I have so much respect for him and always looked up to him and even more now because I see where he's from and where he's been and it's similar to the journey I'm now on. He's been successful by sticking at it, grinding out results and building a good future for his family. Some day I'd like to think me and Brownie will end up working together."*

Being a BMX bandit: *"I enjoy riding BMX but I'm really, really crap. I've had so many big crashes – I suck at it. I think you need to take some risks and that isn't me. [Jason] Dougan really rips it up though, he's pretty good. We go riding a lot now. I've got a cooler bike though, I just can't ride it!"*

Plans for the future: *"I'd really like to have my own team but that's only a dream for me. If the right opportunity came about then I'd love to do that. Right now I'm in the planning stages of doing a training facility back home in South Carolina so that's a big investment into my future."*

California: *"Most of the better motocross riders come from the East Coast because the soil is better. I think a Californian would find GPs difficult, over there it's more flashy and not so gritty as the East Coast. European motocross is about hard work, hard training, driving your own camper, that kind of thing and it's hard to get that when you live in Hollywood."*

The ideal scenario: *"Home's home and I really miss supercross, that's all there is to it. But I'm doing SX next year with Steve. I was speaking to my mum and I said to her my dream ride would be to race GPs and do supercross and that's pretty much what I've got coming. It's awesome."*

trapping nerves in my upper body so that was another six weeks out just laying around. I came back and did Freestone and the final round at Glen Helen and that's where KTM told me I didn't have a job anymore. So I found myself rideless after eight devoted years to KTM and at the bottom of the food chain so to speak."

At that time a fair percentage of the motocross industry found it all too easy to criticise Osborne. He's a short, stocky guy in the same mould as Ricky Carmichael but he wasn't winning like RC and plenty of people were saying he was out of shape and not working enough to justify the ride at KTM or their faith in him. So did that get to him and chip away at his confidence?

"I've had that for most of my career but it doesn't bother me at all now. It did at the time because I knew what was really going on. It was hard to swallow, it still is now because I see guys like Dungey and Stroupe who I'd beaten get the chances and that little bit of luck. I don't wish bad on anyone and it's good that they're doing good but it's hard for me to see. There were loads of days when I thought it was never going to turn around, especially after the neck injury – I was so depressed after that."

A ride at Yamaha of Troy never really came to much as a wrist injury followed and the team had their financial issues and folded as Zach found himself going nowhere fast, an isolated figure out in California often going for breakfast on his own. Then during one of those solitary moments in his favourite diner an opportunity to resurrect his career came walking in through the door.

"I was sat having breakfast one day and Rob Walters [aka Doc Wob] walked in with two other guys. One of them was Ash Kane [Now MSR's man in the UK] and we started talking about racing and where I was at and then he just casually said 'you should come over and race GPs'. Wobbles had stuff to do after that so Ash came with me to the practice track and I thought he was pretty crazy. We exchanged phone numbers and I didn't really think more of it.

"Then I was sat at home one day not long after thinking this really could be the end of my motocross career and it's time to look into doing something else like being a mechanic at my parents' shop or for a team. Then that day Ash called up and said that Steve [Dixon] was looking for a rider. So we set a two-week trial **>>**









Zach's return to America was a successful one with second overall at Glen Helen

at the end of 2008 and I came over for the British championship at Foxhill and the GP at Lommel and if it all went good I could stay for a couple more races.

"'Good' was a grey area but it went well I guess! I got on the podium at Foxhill then got an eighth at the second moto in Lommel. We had a few more races and I went back home to race at Southwick and did well and my confidence was growing. We came back and I won at the Irish GP and that kind of solidified the deal."

At this point in the interview I get the feeling that Zach is a big believer in 'good things happen to good people' and doing well in Europe is some kind of salvation for him. I know that he's a Christian so I decide to ask him how he feels on that. Was it put to the test through those difficult times and does it bother him that some of us Brits sometimes mock religion – think Life of Brian – and America's bible belt? I tell him I'm an atheist and sit back into the sofa, waiting for a response. He 'oohs' and 'ahhs' and for the first time in the interview he hesitates.

"Umm, I've never really spoken to any English people on their religious views because I'm sure when I bring it up they'll be like 'oh what a load of old bollocks that is'! I do miss going to church on Sundays but I still read my bible. My parents have always let me do what I want and make my own opinion. I went to church with my parents when I was younger but being a Christian is my choice as an adult. Yeah, there was a time where I doubted if it was ever going to turn around but I believe it happens for a reason to make you stronger. In the bible it says to don't ask 'why' because God has a greater plan for your life and that was the main lesson I learned. I've actually got a tattoo over the winter that pretty much says that on my leg.

"Everything I've been through has taught me you don't know what you have until you lose it. If you don't take that next step and you go to the bottom of that staircase it's a long way back to the top. I've been to the bottom of that staircase and I wouldn't wish that on anyone. I think through those tough years and with leaving home and whatnot it's taught me a lot about life. My parents and my girlfriend are very proud of what I do, what I stand for and what I've become I think."

After spending time with Zach I'm now beginning to understand why they would. It's clear that he's the real deal, a genuinely good, hard working bloke that you can't help but admire for his demeanour, his determination and – of course – his ability to ride a motocross bike. Yet I can't help feeling there's a sense of injustice still hanging over him about how his American dream fell short and he ended up here. So I asked him how his GP moto victory in Ireland back in '08 was received in America and if it felt like redemption for him.

"With the reaction that I got [in America] it took a lot out of it for me to be honest. I was so pumped on it, I mean I beat Tyla [Rattray] hands down in the first moto and that was one of the first times that had happened that year because he was strong. Then on the forums they were saying stuff like 'oh the GPs are a third rate series'. That was crappy. Winning the GP after everything I'd been through was kind of like redemption but they took it away because of the comments – but I shouldn't have been reading them anyway. I think the whole America versus Europe debate is so stupid and the MXdN is a lame judge of it. Like you said it would be better if it was a GP versus AMA rider face off and somewhere neutral like Russia or somewhere

PLANET DIXON

WHY STEVE'S OUT OF THIS WORLD!

There's no doubting that Steve Dixon gave Zach the opportunity to get his career back on track. And having the American on the team certainly seems to be a good fit for both of them. So what does Zach think of Steve?

"Sometimes Steve is on a different planet and I'm just like 'man he must be in La-La land right now'! The thing about Steve is as long as he can see you're trying hard and trying to make improvements he's happy. I think he sees that's something I always try to do. Sometimes me and the boys discuss what we think he's thinking and how he's got to where he is because what he's built is an absolute empire.

"I don't think anyone else could've done the job Steve has done with the team. He eats, sleeps and breathes motocross. Sometimes when I was staying at his house I'd hear him come in at 4am thinking 'where the hell has he been?' and he'd just come back from the workshop. I think he's a bit of blagger. When things get tough he doesn't crack under the pressure, he just always seems to make it neat and I think that's how he's had the longevity, because he's so good at jockeying things around and making ends meet.

"Everyone at the team works so hard and that rubs off from Steve. I don't get pressure from Steve but I put a lot pressure on myself to win for Steve because I know how much effort he and the team put in and I know how bad Steve wants to win a world championship. When I don't do good on a weekend I feel more guilty about that because I let Steve down. I want to win a world title for Steve and everyone in the team."



© Sarah Gutierrez



where no-one is comfortable. Don't get me wrong, my ambition is to get on the American MXdN team for sure because of the pride of trying to win for your country but as far as that being the test of whether American motocross is stronger than European I don't think it's a very good one."

By his answer to my question it's obvious that Osborne still feels he has something to prove to those doubters from earlier in his pro career. That he's still walking the long road to redemption. But the thing I like about Zach is that he's not doing it with his thumb out looking to hitch a ride. No, he's fully prepared to go the distance on his own and has the firm belief that he'll be a better human being for it.

I personally have no doubts that we'll see Zach return home in the not too distant future a stronger, better man. One that respects the game of life that we play and a man who's gained valuable experience on how to play this toughest of games. I for one wish him the best of luck and hope he reaps what he sows and that redemption – when it comes – tastes every bit as sweet as he hopes it will.



The young American soars head and shoulders above his opposition at the Duns Maxxis round


Arai

El Perretto cuts loose on the 350SX-F – could this bike make the Big Four rethink their capacity strategies?

LOONY TOONS!

KTM BREAK COVER WITH THEIR 2011 RANGE AT BENECASIM IN SPAIN WHERE THE DBR TEST TEAM OF FORMER GP MX RACER JEFF PERRETT AND EXTREME ENDURO SPECIALIST GEOFF WALKER GO APE OVER ORANGE...

Photos by Redeye



Walker shakes a leg on the 400EXC



LUST STORY!

JEFF GETS THE HOTS FOR THE LATEST AUSTRIAN SUPER-MODEL...

Words by **Jeff Perrett**

Okay, let's get this out in the open for those who don't already know – I've never been much of a KTM lover over the last decade. I used to ride for them back in my early teens and had one of the quickest 85s out on the track – it was awesome! I was close to a factory rider aged 14 and Bryan 'Badger' Goss who was the importer at the time threw more bikes and trick parts my way than Tom Jones' fans threw knickers.

I then had to move up to the 125cc but around that time I sadly lost my dad and I took some time out. When I came back for some reason or another KTMs never floated my boat and even when they cranked it up a decade or so ago their production models didn't win me over – although to this day Jamie Dobb's 2000 factory 125cc is one of the best bikes I've ridden.

Anyway, that was then and this is now and if you haven't worked it out already KTM have won me over by persistence towards perfection and by toning up and revamping their look. Kinda like a girl you went to school with who all of a sudden looks h-h-h-hotter than hell, the sorta fine filly you'd love to swing your leg over. Yeah, I can honestly say I get the whole KTM thing now. It's like 'oh yeah, we've connected'! Stratie – I too feel the love…

It's not just the all new 350SX-F that has me smitten, I reckon the entire range of KTM motocross bikes (and what a comprehensive range it is by the way) has really come on leaps and bounds in just the last couple of years. Now they've built a bike that in the right hands could quite easily win AMA Supercross Main Events on a regular basis and I would've never said that a few years ago. That's obviously the aim for KTM and credit to them for building a bike to do just that. Like it or lump it, America still owns the lion's share of the motocross market and I get the feeling KTM need to break that market just to validate what they already know. Could this be the bike that sees them conquer America?

Maybe it won't be quite that successful but it's certainly a big step in the right direction. So let's get down to brass tacks and let me do my best to describe to you what it's like to ride…

How about awesome, light, fast, manoeuvrable? You get the idea. This bike is the new weapon of choice for sure, well at least as far as I'm concerned and here's why. Personally, I think a 450 is just that little bit too much for the average club racer. The only rider I've ever really seen with my own minces asking for more out of a 450 is Ricky Carmichael and considering he's affectionately known as the GOAT I think that speaks volumes.

The 350 is a powerplant that caters for a wider spectrum of abilities. An aggressive, solid semi-pro racer will be able to rev the knackers off it and throw it around with the agility and grace of a Romanian gymnast. Then for more of a smoother, calculated rider or amateur it has this ability to run taller gears through the turns and use a great bottom-end torque that won't put the willies up you!

Basically, the 350SX-F is the best of both worlds. It has the agility and feel of a 250 and all the power you'll ever need to use from a 450. This bike was an integral part of KTM getting Stefan Everts' signature on a contract – he was as good as involved with the project before the ink dried and you can see his influence in it. He talks about it with such affection and I believe this bike is a major contributing factor in also getting Cairoli defecting to the orange army. It really is that good.

With the 350SX-F being a completely new bike and totally different to anything else out there it's hard to pinpoint the technical advances in its DNA. The frame is an all-new chrome-moly steel central double cradle design for all of the 2011 four-stroke Katooms that compared to previous SX models has higher torsional stiffness for better stability while the longitudinal rigidity is reduced to give better handling with the





A few minor tweaks will turn the stock KTM 125SX into an eighth-litre rocket

KTM's 350SX-F is already a proven GP winner – and it hasn't even gone on sale yet! This bike will make almost everyone faster...



EFI and a rear linkage take the trusty 250SX-F to a new level

suspension. Which it does – but it's probably not just that alone.

It's probably been one of the worse kept secrets in motocross so it's no real surprise to see the linkage fitted but, surprisingly, it's only fitted to the SX-F range and not the two-smokers. The reason, according to KTM, is that the PDS suits the lighter and more nervous characteristics of the two-stroke so that also means the two-strokes have a different frame to suit.

So, armed with new frames and with WP now being part of the KTM group and closer to the factory in Austria for constant testing, all the SX-F models definitely handle better than ever. A result for them for sure in an area some would argue has been their Achilles' heel. Now put that with a high-revving yet torquey motor and – let's be honest – you're onto a winner really.

With the new Keihin EFI and 42mm throttle body all the four-strokes are lightning off the bottom but because the 350 hasn't got those extra 100cc you can crack open the throttle hard and not feel like you're going to take off into orbit. It's quick but manageably quick and it doesn't want to leave you flapping like your granny's knickers on a washing line. Then you get into this brilliant area of power as you transfer from bottom to mid where you can either leave it in that gear, keep the tension on the throttle cable and push it to valve-bouncing RPMs or just hook a gear and use the grunt. It's gert and it's lush and I loved it. As you work up through into the top-end it just keeps going and revs to 13,000 RPM where the 450 goes to 11,600 so if you're a serial revver it will take all your abuse and then some.

I could fill pages and pages talking about the 350SX-F but with five other bikes to mention there isn't the space. This is a bike test, I've tested it and all that really matters here is what it performs like and in my opinion on this occasion the future really is orange. You don't even have to kickstart the thing either – I mean come on, play fair.

But let's not lose sight of just how good the other four-stroke bikes either side of the 350 are though. It's fair to say the 250SX-F has really been the bike that has got KTM to this stage and yet again it's an improvement. Now armed with EFI and the linkage to go with that grunty motor it definitely has a new edge to it. No question it handles better and the new ergonomics on the SX-F and SX range have definitely >>


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The 450SX-F is still a big-hitting brute but the new frame and linkage help to tame it – a little...

helped the cause.

The cylinderhead has had a little bit of a nip and tuck too. Two overhead camshafts and DLC-coated finger followers activate the four titanium valves while the optimised fluidic intake channel offers more gas flow and therefore more power. There are new camshafts too with different valve timings which are adapted to improve the gas flow into the new intake channel and header pipe.

The 450 is still a brute but with the new frame and linkage it's just that little bit easier to tame. Now it's matured that little bit more and like wine tastes a little bit better for it although I do have to say I found the front forks to be softer in their stroke than the other two SX-Fs and when you get the hammer down it felt a little unbalanced between front and rear into the corners. But that said the improvement in the plushness and ride in general make it such an improved bike even if the motor hasn't really advanced that much. For raw grunt this baby is still pulling more than enough horses for sure. Just put it in third, roll on the throttle and you'll sail over most jumps and slingshot out of turns with minimal effort.

With three very good four-strokes it's so refreshing to see KTM stick to their policy on manufacturing two-strokes. Because for old gits like me from that generation they were the staple diet we were brought up on I've got to say I love the fact KTM aren't just churning out the same model with new graphics, they've made the effort with new frames and ergonomics and plastics like the four-strokes.

For the 250SX they've even developed the cylinder with a lower exhaust port and new shaped exhaust that has a bigger diameter at the connection to the silencer which has made it easier to ride. The awesome two-stroke rip is still there but now it rolls into where you want it rather than snatching like a fat kid in a sweetshop. It was so easy to roll up to short, steep-faced jumps and just push down into the seat and bounce over them with a quick blip.

As for the 150SX, well, that is just so much fun. I honestly think it would not do an up-and-coming kid any harm to race one of these for a while before making the transition to the 250 four-stroke. It really sharpens your skills but has enough bite to demand respect because if you're not concentrating it can get away from you. Awesome and I want one. Not quite as much as I want Sienna Miller but I want one nonetheless.

The 125SX was the first bike I went out on and I completely blew myself out on it and couldn't get enough. By its very nature you just have to ride the wheels of it the best you can. If that's not your style then get a 150 or a 250cc four-stroke but if you want >>



SPECIFICATIONS

250SX-F >>

Capacity: *248.6cc*
Bore and stroke: *76mm x 54.8mm*
Transmission: *Six-speed*
Fuel tank capacity: *7.5 litres*
Front suspension: *WP USD 48mm (300mm travel)*
Rear suspension: *WP with linkage (330mm travel)*
Front brake: *260mm disc*
Rear brake: *220mm disc*
Seat height: *992mm*
Wheelbase: *1495mm*
Ground clearance: *375mm*
Dry weight: *99.9kg*
Price: *£6145*



SPECIFICATIONS

350SX-F >>

Capacity: *349.7cc*
Bore and stroke: *88mm x 57.5mm*
Transmission: *Five-speed*
Fuel tank capacity: *7.5 litres*
Front suspension: *WP USD 48mm (300mm travel)*
Rear suspension: *WP with linkage (330mm travel)*
Front brake: *260mm disc*
Rear brake: *220mm disc*
Seat height: *992mm*
Wheelbase: *1495mm*
Ground clearance: *375mm*
Dry weight: *103.9kg*
Price: *£6345*



SPECIFICATIONS

450SX-F >>

Capacity: *449.3cc*
Bore and stroke: *97mm x 60.8mm*
Transmission: *Five-speed*
Fuel tank capacity: *7.5 litres*
Front suspension: *WP USD 48mm (300mm travel)*
Rear suspension: *WP with linkage (330mm travel)*
Front brake: *260mm disc*
Rear brake: *220mm disc*
Seat height: *992mm*
Wheelbase: *1495mm*
Ground clearance: *371mm*
Dry weight: *106.9kg*
Price: *£6545*

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SPECIFICATIONS

125SX >>

Capacity: *124.8cc*
Bore and stroke: *54mm x 54.5mm*
Transmission: *Six-speed*
Fuel tank capacity: *7.5 litres*
Front suspension: *WP USD 48mm (300mm travel)*
Rear suspension: *WP PDS (336mm travel)*
Front brake: *260mm disc*
Rear brake: *220mm disc*
Seat height: *992mm*
Wheelbase: *1480mm*
Ground clearance: *385mm*
Dry weight: *88.8kg*
Price: *£4945*



SPECIFICATIONS

150SX >>

Capacity: *143.6cc*
Bore and stroke: *58mm x 58.4mm*
Transmission: *Six-speed*
Fuel tank capacity: *7.5 litres*
Front suspension: *WP USD 48mm (300mm travel)*
Rear suspension: *WP PDS (336mm travel)*
Front brake: *260mm disc*
Rear brake: *220mm disc*
Seat height: *992mm*
Wheelbase: *1480mm*
Ground clearance: *385mm*
Dry weight: *88.8kg*
Price: *£5145*



SPECIFICATIONS

250SX >>

Capacity: *249cc*
Bore and stroke: *66.4mm x 72mm*
Transmission: *Five-speed*
Fuel tank capacity: *7.5 litres*
Front suspension: *WP USD 48mm (300mm travel)*
Rear suspension: *WP PDS (336mm travel)*
Front brake: *260mm disc*
Rear brake: *220mm disc*
Seat height: *992mm*
Wheelbase: *1495mm*
Ground clearance: *385mm*
Dry weight: *93.8kg*
Price: *£5495*



The stand-out bike of the launch is without doubt the 350SX-F

a challenge of pushing yourself and testing your self-control then get one of these. Self-control because all you want to do is light it up.

Of course, there are other 125s on the market but this is the bike that reignited a wayward brand and put them back on the map and it's clear to see why. What's the powerband like? It starts when you twist the throttle and ends when you can't twist it anymore. Serious 125 racers will no doubt tune it to their needs but I honestly believe it doesn't need more than a pipe and a few minor tweaks to get a bike that will become an addiction to you, as will the 150.

Yep, the whole range of 2011 KTMs are the start of the next generation for the Austrian firm I reckon. The Brembo brakes are so strong but have a great feeling, particularly the front. The WP units just keep getting better as KTM and WP work in harmony with the relationship between the frame and suspension. The new look and the slim ride position is awesome and it allows you to move around better than ever before and just seems to have a tolerance for varying riding styles. Like you can sit a little further forwards or rearwards and it doesn't seem to matter. There's plenty of space.

The new grabhandles integrated into the rear mudguard are a nice touch and fair play to KTM for going with the theory I've always held that silver rims not only make it look lighter, they don't show the evidence when they've been mullered by rocks. The little touches like the 'no tool' easy access airbox and removable seat don't go unnoticed and the fact the nuts and bolts are restricted to two sizes is pretty cool making the KTMs easy to work on. And let's not forget the trick KTM patented billet triple clamps.

So to summarise, what's my verdict on the 2011 KTM motocross range? I'd be lying if I said they are anything but exceptional. So on that note, they're rubbish! Well, us blokes will never admit we're in love now will we? And I have definitely been won over…

If you thought this year's 300EXC was good then you'll love the 2011 model



FULLY LOADED!

WITH A COMPREHENSIVE EIGHT-BIKE ENDURO RANGE – PLUS XC AND SIX DAYS SPECIALS – KTM HAVE GOT SOMETHING FOR EVERYONE…

Words by **Geoff Walker**

KTM are buzzing, it's as simple as that. They've stepped up and single-handedly re-shaped the future of off-road motorcycling through a forward-thinking management team and passionate research and development department.

Don't get me wrong, they're not re-inventing the wheel – but it's great to see the goalposts being moved forward which is always a good thing. I am of course talking about the all-new 350SX-F and although I was in Spain to test the enduro range from the orange crew it was impossible not to get caught up in the excitement of this ground-breaking machine.

Okay, back to the job in hand and as usual KTM went large for the 2011 range launch at the Everts training facility on the east coast of a very sunny Spain. There seemed to be 100 bikes lined up when we rolled in which always bodes well for a quality test with plenty of saddletime guaranteed. The mountains unfolded all around and a quality test loop was promised to give the machines a good workout which is pretty much business as usual for the Austrian manufacturer.

KTM tests are awesome for providing gnarly terrain which to be fair to them usually ends up with damage to many of the bikes but, on the flip side, many happy riders. KTM pride themselves in making tough motorcycles so they like to lay on a challenging loop which sometimes tests the quality of some of the riders more than the bikes!

The range once again comes out swingin' with 125, 200, 250 and 300cc two-strokes as well as 250, 400, 450 and 530cc four-strokes. Add to this the ISDE specials and cross-country specific models which will be officially arriving in the UK for 2011 for the first time and Toomer fans are in for a wide choice of vehicles to well and truly float ze boat! Good times.

300EXC

Ahhh, what can I say, the subtle changes to the 300 have taken it to yet another level. The bike performs flawlessly and the development engineers at HQ have not completely rested on their laurels with the inclusion of a new six-speed gearbox for when the going gets super-tough and technical. This change is to alleviate stress on the clutch as well as cater for a wider range of going without any need for a gearing change.

The ride as usual is solid on the 300 and it cruised everything in its path on the technical loop as well as nailing the special test. To say this bike does everything at the highest level is an understatement. The suspension can even take some fairly big hits on overjumps without any problem. The electric start worked perfectly over the two days although I do find when the weather is cold back in Blighty it's best to start the bike with the kickstart first thing so as not to stress the starter gear.

250EXC

This bike has undergone the most change throughout the range and I was looking forward to the ride. First off there is the 'magic button' as standard – leccy start is simply the best thing at the start of the day, let alone after eight hours in the saddle when you've just dragged yourself out of a ditch. Then there's the six-speed gearbox for low-speed terrain, together with a slight increase in power like its MX brother.

The 250 ate up the rocky terrain with ease and the balance was good after a slight slow down on rebound damping at both ends of the vehicle. This took a little bit of the liveliness out of the chassis as it tends to 'ping' around in the loose rocks if it is working too fast. The power was brilliant on the bike pulling from nothing on both the 'easy' and 'full' power settings. I have found the 250 to be a little inconsistent in its delivery at times before but these bikes on the test performed with silky smoothness in every situation I got into.



The 250EXC-F inspires confidence with its grounded feel





KTM's 250cc enduro two-smoker now comes with electric start

200EXC

The development team have hit the 200 with an improved feel for 2011 as it was getting a little stale. They have pumped up the jam a little and given the bike a new lease of life, making it an awesome all-rounder for all humans to hop on and simply grip and rip! This bundle of fun delivers the goods – the goods being a big smile on your chops…

125EXC

I am simply too big for the 125 and the sooner I come to terms with this fact the better… I came to this conclusion as I slung the awesome little lightweight weapon over my shoulder and legged it up through the extreme section of the lap!

That is fiction but the 125 does give that feeling of feather lightness on the going. It dances around with ease and only struggles producing the ponies when not being ridden clinically by my good self. Jetting was perfect on the test and the bike would take every shift well even when short-shifting.

250EXC-F

This bike turned out to be the perfect tool for the terrain. The little four-stroke ate the rocks up and allowed for absolutely flat-out descending on some of the longer more technical downhills. The bike was planted a lot more than any of the two-strokes and inspired confidence and speed due to it seemingly being glued to the ground.

Controls, gearing and all-round feel made the two fiddy eff the bike of the test for me. One of the test bikes was fitted with an all-new 2011 Akrapovic slip-on tailpipe which is designed for noise reduction as well as extra power due to a complete re-design using both titanium and stainless steel. The 250 fitted with this pipe was a pleasure to ride as it encouraged even more attack.

400EXC

Smoother than Sutty in his prime – that folks is the 400EXC. The power delivery on this bike never allows anything to get wild but there is enough to let you know what's going on as the grip it finds whips you along the trails at an alarmingly superb rate of knots. If you want an all-rounder for trail riding this could be the tree you need to start barking up. The 400 is one of the most user-friendly dirt bikes on the planet and it just goes about its business in an, er, business-like manner.

450EXC

A terrain-munching weapon – get it, race it and hang onto it. The 450 has it all with a real will to be raced and raced hard. This is a bike made for competition and it delivers great power to send you into warp speed as the trees whistle past.

The chassis enjoys the challenge of keeping up with what's going on but it might just be time to think about fitting the link to this bike and possibly its bigger brother to bring extra smiles in the chassis feel department. The bigger bikes would really benefit from some extra subtlety from the chassis and as these bigger models do not usually get used in the most extreme races the 'hook up' you experience with a rear link system would not come into play quite so much.

530EXC

I don't believe there is a motorcycle out there which produces more linear power than the 530EXC. It's an incredible engine with the perfect capacity. This bike will make your eyeballs bleed if you really want to twist it but it has such fantastic manners you could take it to a five-star restaurant for a posh dinner!

The bike felt planted on every inch of the enduro loop and it is only on certain parts of the special test where I think the linkage system could work on entry to the turns and taking a little bit of whip out of the chassis when it catches naughty edges. Keep this weapon smooth and you can blaze out fast times.


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SPECIFICATIONS

125EXC >>

Capacity: 124.8cc
Bore and stroke: 54mm x 54.5mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1471mm
Ground clearance: 390mm
Dry weight: 97kg
Price: £5295



SPECIFICATIONS

300EXC >>

Capacity: 293.2cc
Bore and stroke: 72mm x 72mm
Transmission: Five-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1475mm
Ground clearance: 385mm
Dry weight: 103.1kg
Price: £6295



SPECIFICATIONS

450EXC >>

Capacity: 449.3cc
Bore and stroke: 95mm x 63.4mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1475mm
Ground clearance: 380mm
Dry weight: 113.9kg
Price: £6745



SPECIFICATIONS

200EXC >>

Capacity: 193cc
Bore and stroke: 64mm x 60mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1471mm
Ground clearance: 390mm
Dry weight: 97kg
Price: £5695



SPECIFICATIONS

250EXC-F >>

Capacity: 248.6cc
Bore and stroke: 76mm x 54.8mm
Transmission: Six-speed
Fuel tank capacity: 9.2 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1475mm
Ground clearance: 380mm
Dry weight: 105.7kg
Price: £6595



SPECIFICATIONS

530EXC >>

Capacity: 510.4cc
Bore and stroke: 95mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1475mm
Ground clearance: 385mm
Dry weight: 113.9kg
Price: £6895



SPECIFICATIONS

250EXC >>

Capacity: 249cc
Bore and stroke: 66.4mm x 72mm
Transmission: Five-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1475mm
Ground clearance: 385mm
Dry weight: 100.8kg
Price: £6145



SPECIFICATIONS

400EXC >>

Capacity: 393.4cc
Bore and stroke: 95mm x 55.5mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 985mm
Wheelbase: 1475mm
Ground clearance: 380mm
Dry weight: 113.9kg
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KTM's 250 and 300cc two-stroke XC models will be available from mid-July in the UK, the EXC models are available from early June and the ISDE specials are ready to rock mid-July.
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MASTERGATER!

RIDE LIKE A PRO FROM THE GET-GO WITH GC'S TOP TIPS...

WORDS BY **GORDON CROCKARD** PHOTOS BY **SUTTY**

With three British Open titles and four GP wins to his name, Gordon Crockard is a bona fide motocross legend – and now he's sharing his riding secrets with DBR readers. Every month the Crock Star will run through an essential technique for everyone's racing repertoire – this month he's dealing with starts. And when you've read and digested his fourth lesson hook up to **www.dirtbikerider.com** for a video demo from GC...









"The starting technique I'm demonstrating in these shots is very simple and safe to practice without having to do much more than find a stretch of dirt about 40 metres long.

"Two of the main problems that arise when performing a start are that either you get too much traction and the bike wheelies or stalls the engine or you don't get enough traction and your rear wheel spins and you lose drive forwards. The art to perfect is mastering how to get exactly the correct amount of traction available from your rear tyre on the dirt being offered to you.

"You can control this with three factors – throttle application, sitting position and clutch control.

"The more you open the throttle the higher the chances of breaking traction and wheelspin are. Equally, the less RPM you have the bigger the possibility of the engine bogging or stalling due to traction not being broken at the rear wheel and asking the engine to pull too great a load.

"Providing you're about average weight and have standard or close to standard gearing then I suggest you

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select second gear to start. Using two fingers to hold your clutch in, open the throttle to three-quarters fully open. When the gate drops you release the clutch and then apply full throttle as the clutch is completely released. Maintain your two fingers on the clutch lever in preparation to recover if the bike wheelies. If the bike does start to wheelie then a quick dab of the clutch is enough to kill the excessive traction and will bring the front wheel back to the ground.

"You should sit very far forward on the seat with your chest and shoulders in line above your handlebars. Reposition your right hand on the grip a little further forward on the throttle. This guarantees that your wrist doesn't run out of range of movement when you want to open the throttle fully. When you get to the first turn you will automatically revert to your common throttle hand position without even having to think about doing it.

"Sit with your hips in front of the footpegs and place both feet onto the ground so your weight is balanced equally over the bike. This will help the bike go in a straight line. As you can see in the photos, I jam my calves into the front of the footpegs to help stop me sliding backwards once I've released the clutch. This also allows me to push against the pegs so I can keep my core weight over the bars.

"As you get going you want to move your weight to continually seek out maximum traction. Moving to the rear of the seat is the general idea in most cases. And pay attention to making swift, clean gear changes at the optimum time for your engine. It's a drag race to the first turn and one error at this point can allow many, many riders to pass you.

"Your left hand plays a very important part and attention must be paid to controlling the release of the clutch. This is more important when a lot of traction is on offer. If you were to just dump the clutch then the chances of the load being too much for the engine are higher and it could bog or stall. You must feel and listen to what is happening with the engine and react to that information.

"Due to the terrain always being different because of the weather and all the types of soil there is no rule to exactly what traction you will get at each start. You have to make a judgment each time and learn from any mistakes you make as you go along.

"Starting or holeshot devices and fork lock components are now very common on race bikes. They work very well and are designed to help prevent the bike from wheelying off the startline. I only use mine if the traction on offer is high and the chances of the bike wanting to wheelie are strong. I don't use it when it is likely that the rear wheel is going to spin a lot so on concrete or sand starts I don't use it.

"At a race event I would suggest you try to learn what the format is with the starter. Watch as many of the other race starts on the day as possible. Try and figure out if there is a pattern to how many seconds the starter holds it for before the gate drops. The start is such a huge aspect to the race and also to a rider's career.

"So start at the front and let the good times roll!"

For video footage of Gordy's start technique go to **www.dirtbikerider.com**



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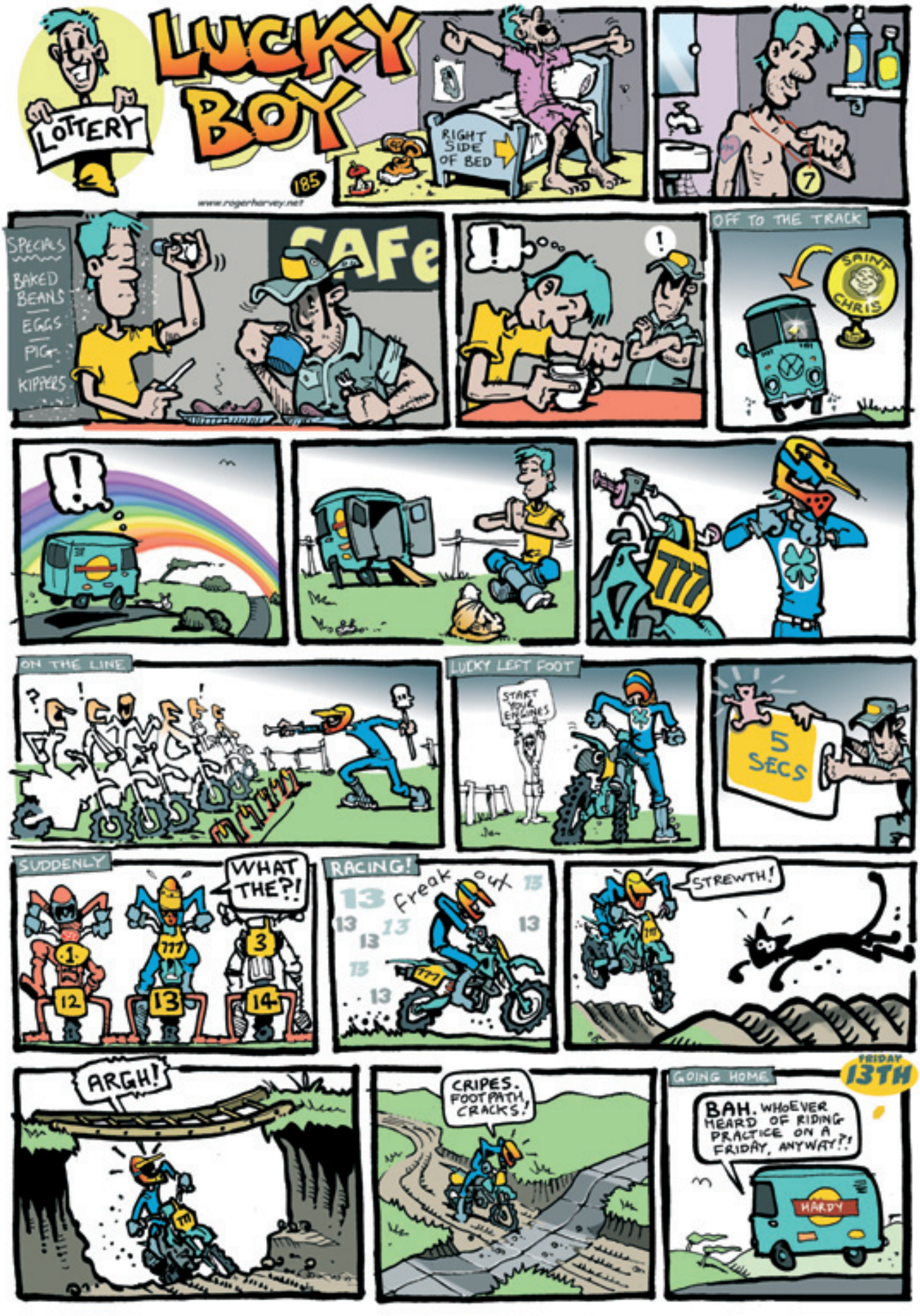
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HARDY

Disillusioned with GP racing, Billy chose to move Down Under in a bid to breathe new life into his career





HOME AND AWAY!

HALFWAY THROUGH HIS FIRST SEASON IN AUSTRALIA WE CATCH UP WITH BILLY MACKENZIE TO FIND OUT HOW LIFE'S TREATING HIM ON THE OTHER SIDE OF THE WORLD IN A SPECIAL DOWN UNDER UPDATE…

Words and photos by **Matty Muir**

It's a cool, crisp Sunday morning and the sun is just beginning to burn its way through the clouds as out of the Kawasaki team rig steps Billy MacKenzie. Suited up and pulling his lid on, he takes off for a qualifying lap that he hopes will net him first pick of the gate for the day's racing.

It's a familiar routine for Billy who's been spending Sundays like this for pretty much all his life. But while the routine's more or less the same the venue's not some destination on the British or GP calendar – it's in a small town called Toowoomba on the east coast of Australia. Because instead of chasing world championship glory, Billy's plying his trade Down Under – and it appears that the Scot couldn't be happier.

After a 2009 season in which Billy explains "nothing went right" something needed to change. For a racer that can mean many things – change of team, change of class, change of trainer even. But to pack up and leave the prestigious MXGP series to compete in a national series on the other side of the world? Now that is a radical change. But Billy's always been a man prepared to go his own way…

So with that decided Billy made the move late last year and joined the factory Kawasaki Australia team. The choice of bike was an important one and after competing on the factory Kawasaki team in the 2007 world championships he felt this was a major step towards regaining his passion for the sport.

Another big change for Billy has been the lifestyle in Australia. Choosing to set up camp in the team's hometown of Toowoomba, he's been able to escape the stresses that come with living and competing in Europe. Aussies are famous for being easy-going and enjoying great weather and this part of the country definitely lives up to that. It's also been a lot easier for Billy to motivate himself to get out and ride when it's not freezing cold and things like going for a morning run are a piece of cake. Add to this the fact that downtime can be spent doing so many active things and you've got just the change that Billy was looking for…

So with a great foundation laid have the results gone his way so far? It's been a bit of both really. Overall winner at the opening round of the Aussie domestic series, Billy nailed the first moto win in round two and then crashed out of the second race, busting his wrist when he hit the ground. Round three was cancelled after the tragic death of Andrew McFarlane and at round four – his 'home' round at Toowoomba – Billy was looking good for a hat-trick of wins until a race three stall knocked him back to sixth.

Second overall behind 'holidaying' Brit Brad Anderson at round five leaves Billy in fourth in the series, 26 points adrift of leader Jay Marmont. It isn't exactly where he'd like to be at this stage but with three rounds remaining there's still all to play for. With more moto wins than any of his rivals Billy's shown he's got the speed, he just needs to keep it rubberside down.

And after the lows of last year Billy's enjoying being a professional motocross racer again – which was the whole point >>

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of relocating Down Under. And if there's one thing we know about Billy, when he's having fun he's a very hard man to beat…

DBR: It's pretty much unheard of for an international rider to leave the GPs and race the Aussie series…
BM: "I just didn't enjoy riding my bike last year and that scared me a little bit because it's what I have done since I was six years old. I was injured a lot last year and I didn't get on with the new Honda. Everything about 2009 just didn't go right. So I started to look at other options."

DBR: But how the hell did you end up all the way Down Under?
BM: "Well I started looking to Australia because I'd come here for a holiday and really liked the place. That got me to thinking what the racing would be like over here. So I made a few phone calls and researched it and found they had a really good series. So I just asked myself what am I doing in my career. Everyone wanted me to stay in Europe and obviously that's the thing to do but I just wanted to make my own decision for once in my life and that's what I did.

"I called up the Kawasaki team in Australia knowing it was a good bike and the team was a professionally run outfit and put myself forward. The team didn't really know much about me and I had to work a bit to convince them that I was a worthwhile addition and that I can ride a bike pretty well [laughs]. So they took a chance on me and brought me over."

DBR: With the production rule in Australia, how does your bike compare to a 'works' GP machine?
BM: "To be honest the Kawasaki is such an awesome bike out of the crate and that's a major reason why I chose to ride for a Kawasaki team. It still needs a little bit more power compared with a works bike but I have some good contacts over in Europe that are willing to help me out. It is something that will benefit the team as a whole and I'm sure that soon enough we will be able to bridge that small gap between ours and the machinery in Europe."

DBR: How does racing in Oz compare to Europe?
BM: "It's great! I had a picture in my head of what it would be like and now I'm so glad I'm a part of it. It's real laidback, everyone knows everyone and they are all cool and friendly. In the world championships it's kind of a bit cliquey where the teams from each nationality tend to keep to themselves. I guess part of that is because of the language barrier. Everyone knows what the Australian lifestyle is like and it's the same for racing. The tracks are prepped well, you get along well with all of the teams and riders and it's such an enjoyable atmosphere."

DBR: How has the Aussie racing community been with you since you arrived? Are they a bit unhappy about having a world championship contender racing with them or do you feel they enjoy the level of competition you bring with you?
BM: "I'm not entirely sure. I hope they enjoy the level of competition I bring with me. I think a lot of the guys had seen my interviews and thought 'hey, this kid's all right'. They realised I wasn't just coming over here expecting to dominate but instead had an open mind wanting to enjoy the racing in Australia. I've come in very quietly and just want to race and do my own thing which is much the same as the other guys here."

DBR: How has the pace been?
BM: "It's a bit faster than I expected. To be honest I was quietly confident and with my level of experience people back home were telling me I was going to smoke them over here. But when I came over to watch a race and saw how fast they were going I knew not to take winning for granted. It's meant I have had to really train hard and be as prepared for the season as I would a world championship."

DBR: Are you using this series as some form of a stepping stone towards other things – the AMA series for instance?
BM: "I have thought that and I've noticed that the US teams pick riders from the Australian championship. I'm 26 so I still have a few years ahead of me and really feel I'm riding better than I have ever done right now. I really want to have a shot at SX as well so let's see how that season goes and how much I win here. Anything is possible. I have an open contract for next year so for now I will take it as it comes." >>



A busted wrist has left Billy playing catch-up in the Aussie championship

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When the outdoor series is over Billy will step up to the challenge of the pretty full-on Aussie SX championship

DBR: The Aussie SX series is serious stuff – what sort of results are you expecting in what has become an extremely competitive championship?
BM: "I don't have a huge amount of SX experience besides competing in some smaller arenacross-style races in Europe. But in saying that I don't feel it's a hard thing for me to learn. I came here in November and practised SX straight away and took to it well as I love jumping the bike. As far as results I would love some podiums but I know that a lot of US riders are coming over who will be fast. Realistically I want to be top 10 and work my way up to podiums from there."

DBR: Away from the bike how have you settled into life in Australia?
BM: "It couldn't be better. The whole lifestyle here is awesome. The people are friendly, the weather is lovely, the food's good, it's such an easy stress-free way of life over here. I'm fitting in really well."

DBR: Any 'must do' things on your list while you're living in Oz?
BM: "Well I really want to tick scuba diving off my list. But mostly I just want to be able to get up in the morning on the beach, go running and then have a swim in the sea. Overall I just want to enjoy myself."

DBR: Anything in particular you do and don't miss about racing and living in Europe?
BM: "Obviously I miss my friends and family but to be honest at the moment not a lot else. I'm enjoying this change of lifestyle so much that I really have nothing else to be homesick for."

DBR: Anything to say to your fans back home?
BM: "I want to thank anyone who is still following me while I'm competing over here. They can get in touch with me on my facebook fan page and I have a new website online soon at www.mac211.com. I'm getting all kinds of other media set up like videos from each round and I really want to keep in touch with people from back home. I want them to see that I'm still riding well and how I'm doing.

"I also want them to see how cool Australia is and that I haven't made the wrong decision despite what some people may think. So, yeah, thanks for still supporting me and if there are any British GPs or MX des Nations rides coming up then I'll definitely be there."

DBR: Thanks for your time Billy...
BM: "Nae bother!"

HOME AND AWAY

The 15-year-old's form in his debut GP season has surpassed all his team's expectations





THE NEXT, NEXT BIG THING!

HOT ON THE HEELS OF KEN ROCZEN, THE LATEST FRIGHTENINGLY FAST 15-YEAR-OLD IS DUTCH SENSATION JEFFREY HERLINGS…

Words and photos by **Nuno Laranjeira**

In a class where you're officially over the hill at 23 it's become increasingly the case that if you haven't made it in MX2 by the time you wave goodbye to your teens then you ain't going to.

Reigning world champ Marvin Musquin took the title at 19 but even he's pretty long in the tooth compared to the two young whippersnappers of the division who are making sure the Frenchman isn't cakewalking his way to title #2 in 2010.

At the time of writing we're five rounds in and German 16-year-old Ken Roczen is the only rider other than Musquin to have run the red series leader's plate this year. And also at the time of writing Dutch 15-year-old Jeffrey Herlings is the only rider other than Musquin to have topped a GP overall podium.

When he burst onto the scene last year just days after turning 15, Roczen was the undisputed next big thing in world MX and he quickly justified the hype by going 2-2 in Germany to become the youngest ever GP winner. And less than 12 months later Herlings – the '09 European vice-champ – was on top of the podium at Valkenswaard after a double win in just his third GP.

We caught up with Herlings to find out how he's enjoying life as a GP star in his rookie season…

DBR: How was the reception you had from your friends and family after your home victory? It must have been some celebration…

JH: "I only celebrated in the evening with a couple of friends from my neighbourhood and then Monday morning was like every other Monday for me, I started to do my back-up training and all my usual stuff so I didn't celebrate that much. But it was great to win my home GP and have all my friends there, my family and everybody I know watching it."

DBR: You were very close to the podium in Bulgaria as well at the first GP of the year…

JH: "In the first moto I was a bit nervous and things didn't go the way they should because I took the holeshot and led for three laps but in only four corners three riders passed me and then eventually I ended up finishing sixth. In the second moto I put down another holeshot and I was in front of the pack most of the time finishing third in the end, only two or three points from the podium."

DBR: How hard is it for you as a Dutch sand rider to adapt to hardpack tracks?

JH: "In Holland we have like 10 big tracks and three of them are hardpack so they're always very busy because everybody wants to practice there. That's why during the winter I spent three weeks in France and Spain and another two in Italy to improve on hardpack and that eventually paid off being fourth in my first GP on a hard track. I still train a lot on this kind of track during the week." >>





Jeffrey shares a joke with team #1 Marvin Musquin



Leading Zach Osborne in Portugal

DBR: What do you do in the week leading up to a GP?
JH: "It's basically riding a lot with the bike on Tuesdays and Wednesdays with some hard laps but on the other days it's a bit slower practising jumps and corners. A lot of riders do running, cycling and weights but I do less of that and concentrate on the riding practice."

DBR: You really felt you could get your first GP moto victory in Mantova – what went wrong?
JH: "My back end slipped away in the last corner [in the second race] and I didn't win that moto so that made me even more pissed and made me go practice harder. I knew I had to work more because I slowed down on the last two laps and that's why Musquin passed me. I said to myself that shouldn't happen anymore so I put down even more hard work practising motos during the week and that's why I won both motos in Valkenswaard."

DBR: Do your rivals treat you differently since your double win in Valkenswaard?
JH: "I haven't noticed any changes. I don't want to be hated, I want to be respected by all the riders because I need them to be my friends on the track although they are my rivals. I really try to nice with everyone."

DBR: How about inside the team? Have KTM's plans for the MX2 riders changed? After all, at the beginning of the season they were talking about top eight for you…
JH: "No-one expected it! I didn't expect to be already in the top three of the world standings. I can now change my expectations and try to keep there – I know it's a big goal but I'll try. I'm racing with Marvin for the lead and that's not what was planned. I was supposed to be around 10th place. It's amazing to be up there in the standings and I want to win of course but I'm on a team and if I have to help Marvin I will."

DBR: You have more than double the points of Christophe Charlier who beat you into second in last year's European championship. What's happened? Is he in the wrong team or on the wrong bike or have you just improved so much more?

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THE MECHANIC >>

DBR: *How has it been to work with Jeffrey?*
BS: *"He is really nice to work with. We made it clear from the beginning that we can tell each other whatever goes on in our minds regarding the bike and racing. There won't be any unspoken problems, together we will find a solution for everything. And him being so young we talk a lot about personal stuff also, the main topic being the chicks of course!*

"He likes to use the bike on its best level and during winter practice he put a lot of attention on riding really good and not much focus on where he was riding. Instead he concentrated on using the torque, shifting, being on the right RPMs, no clutch, no brake and from what I can see he's actually doing just that…"

DBR: *What are the main differences between working with riders with Rui Goncalves' experience and new to the scene ones like Herlings?*
BS: *"The main difference I see immediately is that Rui was much more precise with how he wanted his bike. Things like levers and handlebar adjustments, to have the right tyre on – everything needed to be perfect. Every detail had to be taken care of. This kid just jumps on the bike and things like handlebars, levers, he never checks anything. I build a new bike and he just wants to stretch the throttle cable, I never seen anything like that."*

DBR: *Rui and Jeffrey both had their first victories in Valkenswaard with bikes you worked on – you must feel proud…*
BS: *"Last year Rui was very emotional because he was having a really s**tty season start and the pressure was huge so that win was a relief and also one of the best moments I've had in my career. I had tears in my eyes because by the way things were going at the time, he really saved our ass... With Jeffrey it was different. He showed that he isn't afraid of anybody and that got me surprised. I was really proud of his victory because I like him very much – he is only 15 so he's really close to me."*



Herlings' mechanic Bernhard Spitzer

JH: "For the moment it looks like it but I know he doesn't get the starts as good as I have. I put down four or six holeshots and Charlier was all the time at the back of the pack and that makes it even harder because in the Europeans you have three good riders and in the GPs you have 15 good ones and it's really hard to come through the pack so for the moment I haven't seen him that much.

"Many people can see that the factory KTM is the best MX2 bike at the moment and that the Yamaha doesn't have enough power to stay with our bike but if they have a good rider they can still beat us."

DBR: Do you now feel prepared to beat Roczen regularly or do you still feel that he has that little bit more than you?
JH: "At the moment he still has it but we're trying to fight as hard as we can to close that gap and overtake him soon."

DBR: Do you realise the influence you can have on a whole generation of young Dutch riders who see you as their new hero?
JH: "It's really good to give Dutch motocross a new push, to be again on the television and in the newspapers. All the hard work has paid off for the Dutch federation – they always helped us out. It's good to have all the kids watching because I was also there watching De Reuver, he was my idol back then."

DBR: But being a role model also brings with it a lot of pressure from the media in Holland…
JH: "We had a press conference four days before the GP because I was getting phone calls and emails from everyone wanting a piece of me after that podium in Mantova. And at Saturday's press conference which started at six, it was nine o'clock and I was still there giving interviews and videos so Pit Beirer stopped the whole thing so I could go back to the truck and focus again

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Herlings is being groomed to be KTM's MX2 #1 in 2011



Stefan Everts is "impressed" by the talented teenager

STEFAN EVERTS

THE BOSS >>

"You more or less make your expectations for the riders during the pre-season but then Jeffrey goes to Bulgaria and he starts to be the fastest in practice and fights for the top five. He gets third in Italy and then he wins at home so he's actually a top three guy, it's clear.

"He goes so quick and learns so fast. He is very intelligent as a 15-year-old, he understands racing and how to go fast on the tracks. I'm impressed, what else can I say? I never thought he could do better than Roczen because when he came last year to the GPs he was very impressive but Jeffrey is even better than that.

"Shaun is still not at his best – he's coming better every week – and for the moment Marvin is still the fastest and is for me the number one on the team to win the title. With Jeffrey coming in like this he becomes a top three guy along with Simpson but we will have to see how things go. I don't want to say that he's a title contender because it's his first year but if he continues this way we will have a great season.

"We're going to lose Marvin next year – we signed him for America as we're strongly starting up there – so we need a good replacement for him, Shaun will be too old and we need to have the next champion ready so Jeffrey will be the one for next year."

on my job. I couldn't eat or train – I couldn't do anything I wanted to do because I was always having journalists around me but I had to go through it, that's how it is."

DBR: Where do you see yourself in three years? America?
JH: "Yes, I'll be 18 and I can eventually go there. I will have to do well in Europe first so I can then see what's happening at the time. At the back of my head I have the thing of going to the US but it's still a long way to go."

DBR: How's your love life? Are you being chased by screaming ladies?
JH: "Ah, I'm doing pretty well. I've got a girlfriend but lately I think I can pick them as much as I want but I want to keep with the same one. After my Valkenswaard win my mobile got a lot of activity and that was good."



Mr. Magoo

DANNY 'MAGOO' CHANDLER ONLY KNEW ONE WAY TO RIDE – WFO – AND IT WAS A HARD-CHARGING, RAGGED-EDGE WAY OF DOING THINGS THAT WON HIM A LEGION OF FANS THE WORLD OVER...

Words and photos by **Jack Burnicle**



Seeing him slouched on the sofa of Dave Grant's front room in Bournemouth was the moment I finally believed that Danny 'Magoo' Chandler, US MX legend, had landed in England.

It was February 1985. After a season disfigured by injury the former Honda America factory star was without a deal back home. So MX entrepreneur Grant enlisted Alec Wright's help at Kawasaki UK and put together a two-man team. Magoo would be joined by Grant's long-term protégé Jem Whatley, the British 250 champion, on a pair of 500cc Kawasakis.

Chandler was well wrapped up against the English chill but the weather had dampened his famously infectious grin. Heavily freckled, with thick ginger hair and moustache and pale green eyes, the short, stocky northern Californian loosened up over a cup of tea, cheerfully insisted he stood five foot eight (actually five six!) and blossomed once we took the Kawasakis out on to local heathland.

Magoo was the original free-spirited, free-thinking freerider. He'd simply launch the KX500 at all sorts of unlikely angles across all manner of unhealthy hazards with the stylish Whatley gallantly playing catch-up in his wake. Such was Chandler's drawing power at the time that even mainstream monthly 'Bike' magazine wanted a feature and some action pics.

When Chandler subsequently fell out with Alec Wright, Grant transferred him to KTM just in time for the first 500 GP in Austria, arriving direct from the factory with a van full of dismembered bits! Fourth in the first moto behind the factory Hondas of Andre Malherbe and Dave Thorpe and pal Whatley, Danny crashed out of race two before heading for Thouars in mid-western France.

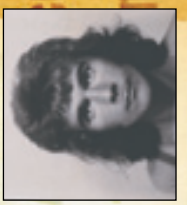
A mighty, steep-sided valley of breathtaking plunges and climbs, Thouars obliterated FIM stipulations of a minimum two-minute lap time and 50kph maximum lap speed.

The River Thouet ran right alongside the paddock. Magoo demonstrated his prowess as a fisherman by gleefully catching carp with a makeshift rod before practice! In a stunning first moto, Malherbe looped out when right on the tail of leader Thorpe, letting Chandler through. Andre instantly repassed to assert his fabled psychological ascendancy over European rivals. But Magoo was no European!

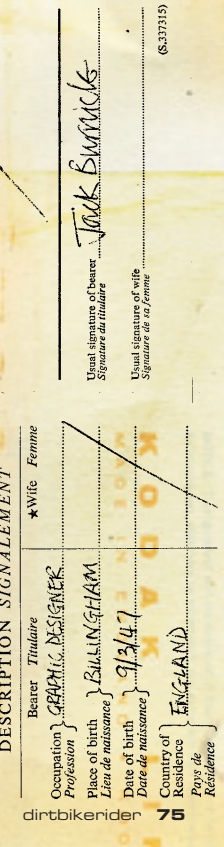
The peppy American counter-attacked with vigour. For six scorching laps the crowd screamed him on as Magoo tried every imaginable – and a fair few unimaginable – routes past the unyielding Belgian. At ballistic speeds, up and down those massive hard-packed >>



MAGOO IS URGED ON TO VICTORY IN THE 1982 TROPHEE DES NATIONS AT GAILDORF!



***JACK BURNICLE** is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...*



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Photograph RayArcher.com



hillsides, the KTM's rear wheel chopped violently from side to side under Chandler's incessant full-bore attack until Andre's cool finally cracked, Thorpe's Honda munched its gearbox and an amazed Magoo won!

I rushed round to the KTM awning and found Danny slumped alongside his steaming Katoom, eyes wide in an incredulous, hallucinatory stare. "Christ, Magoo, well done," I gasped, searching for something remotely relevant to ask. "Did you have any scary moments?" (okay, I know, it was the best I could manage!). "Did I have any scary moments?" he echoed vacantly. "Does a bear s**t in the f**kin' woods?"

A comfortable second behind Thorpe in race two tied up Chandler's first European 500 GP success. He and tall pregnant wife Tracy waltzed off along the start straight to the podium presentation hand-in-hand like a couple of childhood sweethearts. Magoo now lay third in the title table, just behind the two Hondas...

I'd first witnessed Danny in action at Carlsbad Raceway, Southern California, at the US 500 GP in the summer of '82. He was in his first year as a factory Honda pilot alongside David Bailey, Johnny O'Mara, Donnie Hansen and Darrell Shultz. Chandler stormed to a first-race victory round the slick, white concrete slopes of Carlsbad, heading off team-mate Shultz (who would become 500 National champ that year) and his pal Brad Lackey (en route to the 500 world crown). But Magoo messed up late in the second moto, remounted and rode the ragged edge. Hitting everything head-on during those scary closing minutes, the Honda bucking its way violently across Carlsbad's rock-hard ridges, he salvaged fifth place – enough to snatch overall victory by a single point from second race winner Mike Bell (Yamaha). "I wanted to keep my lap times down so I kept pushing as hard as possible until the race was over," explained Danny afterwards. "I didn't wanna lose!"

That was always Magoo's mantra and the fans loved him for it. When it worked he blew away the world's best. And at the end of the 1982 season it etched him indelibly into the MX Hall of Fame!

America, having plundered the 1981 Trophee and MX des Nations and annexed the '82 250 and 500cc world titles, returned for the team contests fielding Honda US quartet Bailey, O'Mara, Chandler and Jim Gibson. Fine riders all but the irrepressible, insatiable star of the show was Magoo. Never had the vast, sun-drenched crowds in Germany and Switzerland witnessed such entertainment – with a capital E – from the moment Magoo hit the track in practice to pumping the last flume of bubbly from yet another flagon of champagne at the presentation ceremonies.

The 250 Trophee des was hosted by the Motorsportklub Gaildorf in beautiful, rolling southern Germany. Magoo loved the place. Even during Sunday morning timed training, team managers Roger De Coster and Dave Arnold couldn't stop him careering round. I was up in a quiet, deserted top meadow – a part of the circuit that would be lost to environmentalists three years later. There Chandler hurled his Honda further and faster than anyone else through overhanging trees until he endoed with spectacular ferocity! Bouncing well but now smeared in moist brown muck, Danny sped on until the session ended despite De Coster's pleas!

He then stormed to an emphatic first-race victory while young English dudes Thorpe and Whatley overwhelmed O'Mara. A thrilling second moto contest for supremacy enmeshed Chandler, Belgian Andre Vromans, O'Mara and Thorpe until the Englishman whacked his left foot painfully against a fence post and pulled out. Danny finally edged clear of the others, pulled down his face mask to get some air and was stung by a bee! Turned out he was allergic to them and had to be injected straight after winning the race. Nothing was ever straightforward with Danny Chandler!

Seven days later the teams hit the tricky cambers and drop-offs of Wohlen, 25 miles south west of Zurich, for the MX des Nations. This time Chandler didn't even need a bike to crash, surviving a major prang cartwheeling handstands through the pits! Then, sporting a huge plastic plank nailed to his shoulders labelled 'CHANDLER', he holeshot race one with Thorpe's Kawasaki in tense pursuit. It was a gripping duel – until a stone snapped the Kwacker's rear brake pedal, leaving Magoo clear for win number three. Chandler's speed infuriated Thorpe!

"Magoo is good," grimaced David. "Usually I can pull people back riding at my own speed but I couldn't get close enough to attack. I even began riding wild but it made no difference! Mind you, I still wouldn't like to be behind his bars. I can't really see him lasting another moto like that – though I'm willing to eat my words if he does!"

In fact it was Thorpe who muffed the second race as Magoo and Vromans swapped places in a thrilling fight for victory before the ebullient American got the upper hand. No rider had ever swept four straight Trophee and MX des wins before (nor would again) until the moment Magoo wheelied triumphantly across that crowded finishing line, two seconds ahead of team-mate Bailey, to a rapturous reception, his joy complete as he bagged a beer on the rostrum! And after he'd expansively exhausted the American champagne, a sporting Vromans handed over the beaten Belgians' bubbly for similar treatment...

That night, in a huge marquee for the celebration dinner, Danny did it again – this time drenching himself. The ultimate act of daftness from the ultimate daft entertainer!

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EVANS ABOVE!

DON'T LET HIS CHEERY APPEARANCE FOOL YOU – BEHIND GREG EVAN'S READY SMILE IS A STEELY DETERMINATION TO ELEVATE HIMSELF TO THE TOP OF THE UK ENDURO SCENE...

Words and photos by **Jonty Edmunds**

Strike up a conversation with Mounter Motorcycles KORR Team rider Greg Evans and two things are instantly apparent – one, he's Welsh (no s**t Sherlock – SL) and, two, this is a man who's living his life to the full.

Greg has been around the British enduro scene for several years but it's only really this season, thanks to strong results in both the British Enduro Sprint Championship and European Enduro Championship, that he's started to shine. Learning his trade and gaining experience in recent years, injuries and bad luck have played a significant role in holding Greg back…until now.

Joining several of Britain's other talented enduro stars – namely Daryl Bolter, Tom Sagar, Si Wakely and Phillip McLaughlin – Greg is focused on one thing, reaching the top of the UK enduro scene. But that's something that's easier said than done because between Greg and his peers and the top of the UK enduro scene are two veritable powerhouses. One is very much 'the man' and unquestionably one of the very fastest riders in the world. The other, despite now being top-side of 40 and a 'part timer' who only rides at weekends, can still show the youngsters how it should be done. Yep, you guessed it, we're talking about David Knight and Paul Edmondson.

"Both David and Paul are amazing riders, they're world class," says Greg. "Even though Paul doesn't race as seriously as he used to he is still an amazing competitor. David is the best in the world. Competing against them is great. It means that winning enduro races in the UK is extremely difficult but there are a few of us getting a little closer now."

So despite the sizeable hurdle placed between himself and the #1 spot in the UK does Greg think he might one day beat Eddy and Knighter and rise to the top of the domestic enduro scene? "I hope I will but beating David will definitely be difficult. He's going to be at the top for a good few years yet but I'm gonna keep working hard. I feel I'm getting closer at some events but David is so strong in all conditions. I have the right backing now to start challenging both of them, it's just a case of keeping away from injuries and working hard."

Trying to compete against a full-time racer like Knighter is a huge ask – and for many different reasons. Not least because the burly Manxman is hugely talented but also because having successfully made a career of racing an enduro bike he, like Edmondson before him, is free to focus exclusively on his racing.

"It's tough trying to get faster, stronger, fitter and better prepared when you also have to work during the week but at the start of this year I decided to work a little less and take at least one day a week off work to ride. I couldn't do that if I didn't work for my dad but even then it's hard fitting everything together.

"I'm in a similar situation to a few riders. I want to be spending more time riding and preparing for events but you have to be realistic, you can't support yourself when you don't earn much at all from racing. People don't see the amount of work that goes into racing away from the track, all the long nights in the workshop and all the other preparation work. I'd love to be a full-time professional, to be able to ride and race and not have to worry too much about anything else.

"Like I say I have to be realistic, at the moment I'm really enjoying what I'm doing. I've increased the amount of time I'm spending on a bike during the week, I'd just like to be able to devote more time to my racing."

>>

Greg Evans has set himself a pretty tough goal in focussing on UK domination







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This season has been a definite turning point in Greg's enduro career. Showing promise in recent years it's only really in 2010 that he's started to regularly assert himself at the top of the UK scene as well as delivering strong overseas performances. Of the three series that Greg is focusing on this year – the British Enduro Championship, the British Enduro Sprint Championship and the European Enduro Championship – it's in the sprint and European championships where he's enjoyed most success.

"All three championship have gone well really but I've had a bit of bad luck in the BEC. There's still a long way to go before that championship ends so I'm hoping things will work out well there too. I'm very pleased with the way the sprint championship has gone so far, I feel like I've performed the best out of the group of riders that are behind David and I'm second in the points with two rounds to go. It's been a really interesting championship because it's all about doing well test after test. You have to be fast and consistent which I've managed to be so far."

But Greg's stand out performance so far this year came at the opening round of the European championship in France where he claimed victory in the Enduro 2 Senior class. Having finished fourth in the Enduro 1 Senior class in '09 – his first full season of EEC competition – Greg's goal for 2010 is very much to win.

"It wasn't really that hard a race but there were a lot of special tests so you couldn't afford any mistakes. My goal this year is to win my class and do as well as I can in the overall. I was pushing for the overall win in France which was great. I went to the race feeling really confident after some good results at home and got the results I knew I could. I just hope I can keep things going well to the end of the championship."

Although overshadowed by the EWC in recent years, the EEC has become a much improved, much more competitive championship than the 'B series' it once was. With the majority of Italy's young enduro talent opting for the EEC series over the Enduro Junior class of the EWC, good results in the four-round series mean much more than they once did.

"The European championship has really >>



Lady Luck's not always been on Greg's side in this year's BEC



The Welshman's MX skills shine through at the '09 ISDE

QUEEN AND COUNTRY

ISDE AMBITIONS >>

The International Six Days Enduro is an event that always seems to create a little controversy. And this year is no different with several of the UK's top riders not exactly keen to compete in the event that takes place in Mexico in November.

"I'm all for the six days," enthuses Greg. "I can see why maybe some riders don't want to go because they have to pay what is quite a lot of money to do it but I enjoy the event. It's a great race that's been around for many, many years. It doesn't come at a good time of year because most people want to be winding down for a winter break but it's a chance to ride for your country which I think is a real honour.

"I think we should compete no matter how good the team is, I'll always give my best and always look forward to the event."



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Greg's sole IEWC appearance last season was at Sheffield

improved in the last few years. When you're not a full-time professional it's too much to commit to the full world championship series. The European championship is four rounds and that's doable. When you mix it with races at home you still don't have much time off. The level of competition is pretty good too. The big-name riders don't compete but there are a lot of riders that do well nationally that race the EEC series. I'd love to race full-time in the world championship but the European championship is affordable and competitive. It's great to be a part of."

Greg has managed to remain injury free so far this year and has put the broken leg he sustained in '08 – just when he was starting to show real promise – behind him and with the metal work now out it's little more than a distant memory. Surprisingly, the injury wasn't the result of an end-over-end crash midway through an enduro test. Instead it was the result of driving overseas – on the wrong side of the road.

"It was a real disappointment when it happened but it's behind me now," explains Greg. "I'd been walking a special test at the second round for the European championships in Portugal and then jumped in the cart to head back to the pits. I just set off on the left side of the road. I was in hospital for 10 days and off a bike for three months. It's amazing how much strength and fitness you lose during that time. Some small injuries don't stop you from riding but a broken femur puts a big hole in your season."

With more time spent preparing for competition and as hungry as ever to secure success, 2010 has so far started well for Greg. Now a smoother, more controlled competitor, with the backing of the KTM UK-supported KTM Off Road Racing team the cheery Welshman is fast becoming one of the UK's best all-round enduro racers.

"I feel like I'm riding better than ever, like I've moved up a level," adds Greg. "There are still a few more levels to go before I'm on Knighter's pace regularly but that's what I'm aiming for. He's the best in the world, you can't aim any higher than wanting to beat a rider like that."



Indoor action in Barcelona – his motocross upbringing helps with the starts if not the trials-type going...



INSIDE JOB

IEWC AMBITIONS >>

Although he only raced in the opening round of last winter's Indoor Enduro World Cup in Sheffield, Greg is a huge fan of indoor enduro racing. Giving it a go for the first time a few years back, Greg enjoyed podium success in Genoa in '07 when he finished second in the Under 23 class race.

"It was awesome. I could have won but I broke a rear security bolt. The event was great – the atmosphere at indoor events in fantastic, there's a real buzz that you don't really get at any other events because of the crowds. I was only able to do the event in Sheffield last year but next winter I'm planning to do the full series. They're great fun.

"The events are really physical. Coming from motocross I have the aggression needed for the starts but I don't have the trials skills some riders have. I've had a trials bike for a few years now and will get it out of the garage again before the year's over. It's a shame we can't have an international indoor event in the UK each year."

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quickfire

The best thing about being retired? "I don't have to finish my moto – when I'm tired I just stop!"

GP GOAT!

WE CATCH UP WITH KTM TEAM MANAGER STEFAN EVERTS TO SEE WHAT THE 10-TIME WORLD CHAMPION RECKONS ABOUT THE NEW 350SX-F, CRACKING THE STATES AND FOLLOWING IN YOUR FATHER'S FOOTSTEPS…

Words and photo by **Nuno Laranjeira**

DBR: Is the 350cc the future for the MX1 class?
SE: "We started to develop this bike more than two-and-a-half years ago and we believe that there's going to be a big market for it as it has a lot of good ingredients like the handling of a 250cc but with a bit extra on the power almost like the actual 450cc. It really feels like a fun bike and we're proving on the GPs that it can be very competitive."

DBR: KTM are preparing a strategic approach to the American motocross and supercross market – can you tell us a bit more about it?
SE: "For me it's clear, we've worked very hard for three years on this team and we have more or less the same plan for the US, to give it three years also. We will build it up step by step – we don't want to start with the best riders because we can't afford them, they're too expensive. The most important thing is that now we have the new range of bikes with the link and they're ready to go on the market. Next year we will start in the Supercross class with two riders and the West Coast Lites with two more riders and do all the Nationals."

DBR: Do you think that it's possible to achieve the same kind of success in the US that KTM have had for the last years in Europe?
SE: "I believe so very strongly because the base of all this is the bike – with this new bike we can really get there with the best. The whole structure needs to be good and strong and this is something we are working on now. We are at the moment working very hard in Austria preparing a completely different set-up for the bikes, like a different engine character and suspension for the SX bike. As far as the structure goes we already have a basic set-up with some trucks and people working there but we still need to make some final adjustments for January 2011."

DBR: Can KTM really fight side-by-side with the four Japanese makes?
SE: "We can be strong surely, I won't say on the first year but lately we have learned a lot so we're going towards a quite new direction in the company as far as the engine/suspension set-up goes. I mean the base of this new bike is so good on the chassis and the link – that will be a big step forward for the American market and specially for the SX."

DBR: Just a bit about yourself now – do you miss riding?
SE: "Less and less now. In the last few years it was hard in some moments but this year has been all right. I feel that I'm not that fit anymore and it's the fourth season now since I retired. I still ride during the week once in a while and I still make one race per year – my Everts & Friends charity race – and I look forward for that but that's it. I miss racing but it's finished now.

"When I see the races and the technical tracks like the ones I love then just the combination of riding my bike and being out there looking for the best lines, the best technique, that's something I miss. I did it for such a long time but I feel that I'm becoming older so I enjoy it now in a different way. I still can have pleasure when I ride during the week, I feel that I can still do the things that I've done before, I can still have a great control on the bike, doing it all perfect and precise with no mistakes. I still try to make many laps – I like to do 20 or 25 minutes – but the best thing now is that I don't have to finish my moto, when I'm tired I just stop [laughs]…"

DBR: Will your son follow in your footsteps?
SE: "I can see that Liam can ride a bike – he has talent and the nature for it and I can see that he's interested. At the moment he's interested in riding his BMX bike like I was at his age and I'm not pushing him in any direction. If he finally decides that he wants to be a professional motocross racer I will be the same like my father was with me – I will support him but in the hard way like my father did to me if he wants to be a true champion. I wouldn't want to be in his shoes now you know, I was in my father's shoes and it was not easy and for him it will be 100 times worse."





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Words by **Geoff Walker** Photos by **Sutty**

You think your beautiful Bobby Dazzler dirt scrambler is all cleaned up and tickety boo but alas there could be a few problems lurking around which could ruin your day at the track and none of us enjoy having our beloved track time interrupted by a mechanical problem.

Myself and the meaty Sutt Dawg set up a few common problems at DBR Tech HQ for discussion using our own experiences and those of our riding buddies throughout our long time around the tracks of this fine land. The simple problems can sometimes make for some moto misery so it's well worth giving your steed a bit of a final check up…

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LEVER LUNACY – PART ONE!

This type of problem is more common than you may think. It can only occur in certain situations, when the lever inner pivot area can actually touch on the throttle body. Some lever designs don't allow for this to happen but in this case the lever can touch and it is fouling on the body. This is obviously both dangerous and bad for your lap times. Sort it with some swift movements of the t-bars and jiggery pokery lining up, making sure the lever is not too far away from the handlebar because if it is you will be reaching too far and get yourself a bad case of arm fatigue.



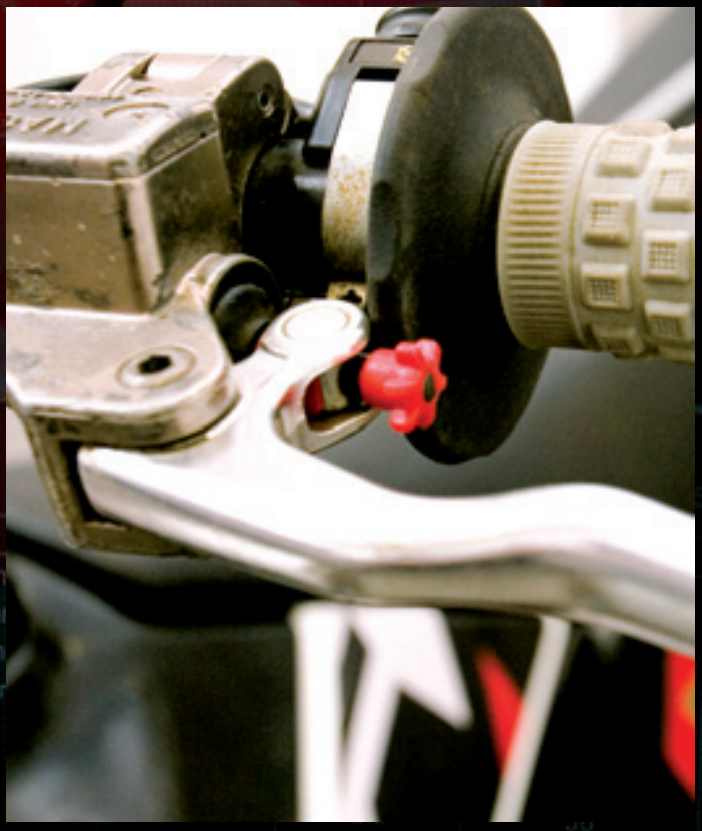
CHAIN PAIN!

Your rear wheel whips around at a serious amount of RPM, your chain makes it do this and as it goes about its business it passes through your chain guide and approaches oncoming traffic like rocks at a fair speed. The split link is key to keeping you driving and the split link keeps things together. The clip on the split link should always be fitted so the rounded backside drives along the top towards the engine. This helps the link stay secure as there's less chance of the clip being 'pinged' off causing your chain to split and cause major damage to you or your engine cases.



OFF-KILTER FILTER!

You're in a hurry or your mate has helped out with some between the motos tickling only to discover the filter is not quite fitted in a fully sealed up and snug fashion followed by wallop and broken engine parts all over the place. At this stage you would swap all the factory gear, wicked goggles, personalised graphics and funky helm-schmitt for that one opportunity to fit the air filter properly. Check then check again – this is pretty much the most important part of your vehicle...



LEVER LUNACY – PART TWO!

Part deux of the lever saga is the clutch lever fouling on the grip flange. This basically makes the lever harder to pull in and also slows down the actuation giving you less control. Just move the bad boy along or if you simply have to have your lever right there just neatly cut a small section of grip out.

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Brake fluid is quite a tough substance as it has to go through a lot. It gets heated up to a very high temperature every time you ride and still it keeps the pressure in your brake lines after many boil ups. This constant pressure makes the fluid lose its body and therefore your braking power. Most brakes bleed better when you 'back bleed' them from the caliper towards the master cylinder. The fresh fluid can be pushed through the lines via the bleed nipple until the fluid comes through super clean.



CABLE CALAMITY!

There have been many examples of throttle-stuck-flat-out-after-a-crash syndrome when I've been watching trackside and normally it's due to the throttle cable being pulled out of the top of the carb top making the weapon have a fairly serious rev up! The cable can be snugly secured with the use of Kaptain Zip Tie to help prevent this problem. Ultimately, if you have a big wipe out and the throttle cable gets caught up it will still pop out but it is worth securing as it is good to keep water out of the carb as well as helping secure the cable's placement.



CROCK SPROCK!

Sprockets wear out. When the teeths start to 'hook' or simply 'thin out' it is time to replace both sprockets and your chain. The drive system likes to be changed all at one time as wear rates are similar through the drive parts. The laws of the track make these parts a high wear area of your bike and riding conditions make a massive difference in the time your chain and sprockets will last. Mud and sand will wear 'em out super-quick. Keep an eye on this area as a failure will spoil your day…



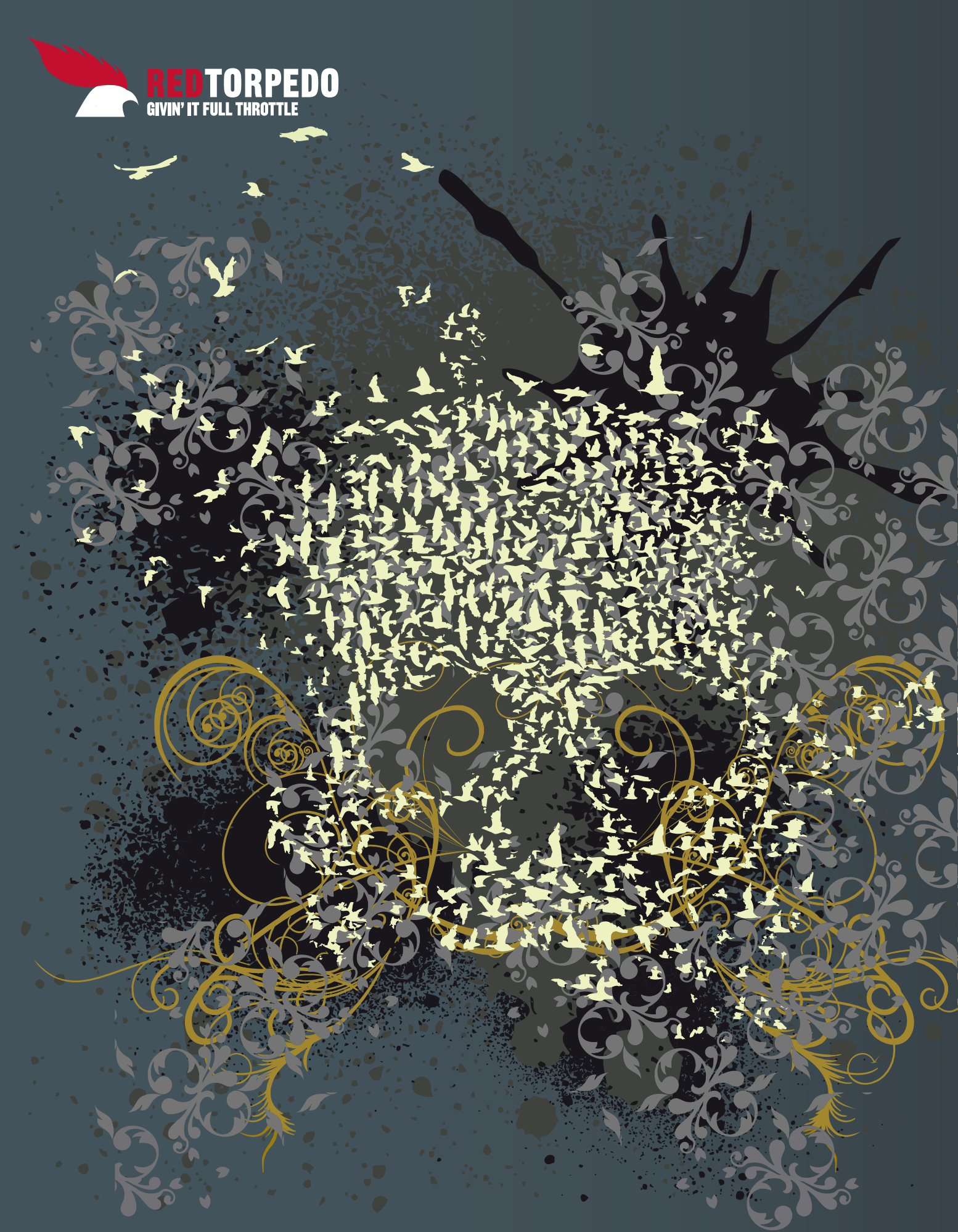
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Modern technology and manufacturing never fails to amaze me and the MSR Velocity helmet is a great slice of this. For a so-called 'budget' helmet this cranium protector has a look and feel of quality way beyond its price. I have spent quite a few hours with this helmet strapped to my noggin in all conditions and it fits and works great. The ventilation is not quite as good as some units but the design and quality of build for the absolutely amazing price is pretty unbelievable. The clip together fastener works well and is easy to deal with even with your gloves on. So there it is, the Velocity is punching well above its weight in style, quality and value for money. Good times.

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Despite a stressful run-in to the opening round, Chad Reed gets his MX1 defence off to a winning start



Super-rookie Eli Tomac tops the 250cc class

TRUE GRIT!

WRITTEN OFF BEFORE HIS TITLE DEFENCE HAD EVEN STARTED, CHAD REED SILENCES THE CRITICS AT HANGTOWN WITH A BALLS-OUT PAIR OF MOTOS…

Chad Reed is a "supercross specialist". He has "lost his edge". He is "too old" and is "thinking about his family now that he's a father". These were all reasons heard throughout the AMA paddock why Chad was going to go into – and probably out of – his first ever outdoor title defence with a whimper rather than a bang.

And it's not as if there wasn't reason for this sort of speculation. Reed started off the SX series with a 19th, followed by yet another one when he broke his hand in his infamous crash with James Stewart in Phoenix. When he returned to action Reed was preoccupied – to say the least. Every weekend at the races he was waiting for a phonecall that would tell him to rush home because his wife was giving birth to their first child.

His results were less than spectacular although his first and only podium finish of the season came at the season-finale Las Vegas Supercross where he finished second to champion Ryan Dungey. It was the first supercross season Reed has ever had where he didn't win a single Main Event.

Then, after the birth of his son Tate, Reed lost one of his best friends when Andrew McFarlane died in a crash. In the two weeks separating Las Vegas and Hangtown, between flying to Australia for McFarlane's funeral and going back and forth between California and his home in Florida, Reed rode just one time.

So all things considered he should have gotten his butt kicked at Hangtown. But he didn't.

In moto one Reed took the holeshot and was

STATESIDE

Steve Cox is an American moto-journalist who follows the entire AMA SX/MX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

SERIES STANDINGS

450cc >>			250cc >>		
1	Chad Reed	45	1	Eli Tomac	45
2	Mike Alessi	43	2	Christophe Pourcel	45
3	Davi Millsaps	42	3	Trey Canard	36
4	Brett Metcalfe	34	4	Jake Weimer	31
5	Josh Grant	33	5	Justin Barcia	30
6	Ben Townley	29	6	Dean Wilson	29
7	Ryan Sipes	27	7	Broc Tickle	26
8	Ryan Dungey	26	8	Wil Hahn	23
9	Ken De Dycker	23	9	Tommy Searle	22
10	Andrew Short	22	10	Tyla Rattray	18



Christophe Pourcel starts as clear favourite in the 250s but loses a tiebreaker at Hangtown



Tommy Searle comes close to winning the opener but crashes out of race two





Brett Metcalfe's 450cc debut nets him fourth overall

gone. It may have been the best outdoor moto of his entire career and it certainly couldn't have been anymore dominant. He led every lap and was never challenged. Behind him Davi Millsaps fought to keep Mike Alessi at bay on his new KTM 350SX-F and eventually Millsaps began to pull away as Alessi came under attack from Josh Grant. Grant pressured Alessi for most of the moto on the one-lined circuit but on the last lap, as Alessi tried to make a pass on Millsaps, Grant passed them both within a couple of turns and took the runner-up spot while Millsaps hung on for third, just ahead of Alessi and 450cc newcomer Brett Metcalfe.

In the second moto it was Alessi's turn to do the run and hide thing. He got the holeshot – which isn't rare for him – and within a couple of laps was almost out of sight of Millsaps in second.

Meanwhile, outside of the top 10 were Reed and Dungey (who finished 10th in the first moto and never looked comfortable on the Hangtown track).

However, Reed was moving forward. At one point he was running eighth with Dungey and Grant right on his tail. On a track where – according to some riders – it was impossible to pass, Reed found his way by Brett Metcalfe in the last couple of laps to grab third place in the moto, just behind Millsaps. Andrew Short was fifth while Dungey caught up to sixth and Grant hung around at the tail end of the top 10.

After the second moto Alessi did a victory lap, then bullied his way onto the podium in the mistaken belief that he had won the overall. He hadn't. Chad Reed had. To top it off, in the press conference Alessi continued his cocky behaviour, exclaiming repeatedly how he "wasn't even tired" and how his helmet "isn't even sweaty". Reed got up to the table in the press conference and said "I won, right?" as he pointed out that, as thrilled as Alessi was, he got second. Reed won the overall with a 1-3 over Alessi's 4-1 and Millsaps' 3-2.

Perhaps the least talked about performance was put in by former world champ Ben Townley who passed his way as far up as third in the first moto before falls relegated him to sixth and then repeated the performance in moto two as he passed his way into second before crashing back to seventh. His speed was there, just not his consistency.

In the 250cc class most expected 2009 series runner-up Christophe Pourcel to be the man of the hour at Hangtown and he certainly was in the first moto where, after crashing out of a massive lead about halfway through the race, he went on to grab third before rookie leader Eli Tomac crashed, handing Pourcel second. On the last lap, in a masterful move typical of the Frenchman, he went around the outside of leader Tommy Searle and as Searle attempted to move over on him Pourcel kept the gas on knowing that if Searle kept moving over they would both fall. Searle thought better of it and Pourcel took the lead – and the win.

Searle was much less lucky in moto two when he re-aggravated his injured right shoulder and dropped out after 12 laps of racing.

With much better luck, rookie Tomac grabbed a second place start in the final moto behind Wil Hahn, although he quickly lost the spot to his team-mate Trey Canard. After re-passing Canard, Tomac went after Hahn. Once by he stretched out about two seconds before Canard was able to grab the runner-up spot and for the rest of the moto those two set the fastest laptimes of the entire day – the rookie the fox and the veteran the hound.

They finished 1-2 in the moto going away and it was enough for young Tomac to take the overall with a 3-1 score in his first ever professional race. Pourcel made a pass on the last lap for third in the moto, tying him on points with Tomac but losing the overall on the second-moto tiebreaker. Canard was third overall despite an uncharacteristic first moto fade from a holeshot to seventh place without falling.

The weather was remarkably cool at Hangtown but the racers aren't going to be able to rely on that sort of favourable weather for very long. Round two of the Nationals, in the heart of Texas, has a forecast of 39°C and over 80 per cent humidity. Let's see if Alessi fails to sweat in that atmosphere…

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Max has Shaun Simpson and Zach Osborne on his tail at Glen Helen

HARD KNOCKS!

A 28-SECOND WIN FROM TYLA RATTRAY IS THE ONLY ON-TRACK HIGH POINT FOR MAX THIS MONTH AS HE LUCKS OUT IN SX AND MX…

Words by MAX ANSTIE Photo by STEVE COX

Well it was time for the Vegas SX and time to try and win a truck… So I settled upon my DNA Shreadstix Yamaha and set forth for the heat which didn't go as planned which put me into the LCQ which…didn't go as planned! I couldn't buy luck that night. So Vegas was crap – to say the least…

With a week off from the AMA series I decided to race the Glen Helen Four-Stroke National. As I lined up on Sunday I felt really good and ready to smoke 'em. Tyla Rattray was my biggest competition there and I holeshot the first moto and by the end of the race I had a 28-second lead over him! The second moto saw Tyla get out of the gate with me in fourth. By the time I'd battled my way through to second Tyla had a gap on me – I chased him until the end but I finished second overall for the day which was all right.

That same day Zoey – my eight-month-old baby sister – was competing in Orange County at Disneyland in a National Pageant. She ended up winning – Prettiest Eyes, Most Photogenic, Character of the Pageant, Best Smile, Bathing Beauty and overall pageant winner. So all-in-all the Anstie's did well that Sunday!

So on to Hangtown weekend. Things on Saturday were going okay but the races were hard – I had two really bad starts and had to come through the pack but all-in-all it could have been worse I have 11 more rounds to catch up.

Next up it was the Glen Helen GP – what a weekend and I was really looking forward to racing all the boys I grew up racing in Europe. Saturday went okay, I had a few bike issues but still managed to pull a third out in the heat race. On Sunday for practice I was really enjoying the track, the fans and all the support.

Heading into the first moto I had an all right start in fifth and was moving forward and then my back brake went all of sudden which was pretty scary going down all those big hills. So the first moto wasn't so good but I was motivated for the next moto. I got on the gate and felt like I could definitely beat all the Euros no problem.

I got another pretty good start but because they all go so slow through the corners I got to the second turn and smashed into someone and went down – then got run over by what felt like the other 38 guys! So the weekend wasn't so good but I had fun seeing all the Brits that came over and I'm really excited for the upcoming Freestone AMA National.

So, yeah, not a great month but we will stand again and keep fighting. I hope all my supporters will join me on **facebook.com/UNIONMAX** – also, follow me on twitter at **www.twitter.com/maxanstie**. Thanks for the support and take care!

Max



Marvellous Marvin Musquin scrubs his way to a double win at Glen Helen

© Sarah Gutierrez

D-DAY!

WITH THE FIRST WAVE OF GP TROOPS LANDING AT GLEN HELEN, OUR US EDITOR STEVE COX WONDERS WHETHER YOUTHSTREAM'S INVASION OF AMERICA CAN BE SUSTAINED…

Three months ago the Glen Helen US GP wasn't even a consideration. Glen Helen was already on the schedule as round two of the AMA National Motocross Championships and the GPs foothold in America was the 'every three years' (and so far very successful) Motocross des Nations. But politics met opportunism and birthed the 'Race of the Century'. At least that's what it was billed as.

And in fairness, that's legitimately what it could have been had the AMA racers lined up at the event alongside the world championship's best. You don't get that at any other event, including the MXdN. But if all the top riders from both sides of the pond were racing in one race that really, truly would be the 'Race of the Century'.

However, seeing as this wasn't the case this race didn't really fit the bill – which even the FIM's Dr Wolfgang Srb confirmed in the post-race press conference. "Maybe [Race of the] Century is too big but after so many years, coming back to the States, that's important. And Youthstream shares our vision of a global world championship – on all of the continents if possible – and you have to be in the States."

The GPs are in the States now for a contracted length of five years and starting in 2011 there will be two – one at Glen Helen and another at a track to be named later, although Youthstream's Giuseppe Luongo did say it has to be really far from Glen Helen so as to not divide the same crowd into two races. The races will likely be in September at the conclusion of the AMA Nationals and the first GP of the season in 2011 will be in Australia as well.

As for this first running of the Glen Helen USGP since the 500 GP in 1992 (promoted by Roger De Coster), the promoters say it's about starting on a solid foundation from which to build a big GP presence in the United States. But with an estimated crowd of about 5,000 – although Youthstream indicated 16,000 – on Sunday, you can't help but wonder how solid a foundation it will prove to be.

Glen Helen owner Bud Feldkamp did attempt to spin this to be a positive, though. "The attendance was approximately, I think, 50 per cent off, maybe – but it was quality attendance, it was real motocross fans that will tell their friends. This is a building block and Glen Helen is a long-term player. We are not a one-race track. We feel very, very good about the attendance."

In the MX1 class just one key American signed up – Hangtown 450cc second moto winner Mike Alessi – to take on the GP contingent. He's normally a master at Glen Helen – bested mainly only by Ryan Villopoto – and with his starts most predicted a walkaway win, especially after he dominated the wind-delayed qualifying race on Saturday.

However, the Californian – who is probably the best starter in the entire world – failed to get a single holeshot on Sunday when it counted. In the first moto he was flat-out beaten to the first turn by 'team-mate' Antonio Cairoli in a drag race from the drop of the gate. With Cairoli out front he was untouchable. Alessi – never known for being able to pass into the lead very well – was never a serious challenger, although Kiwi former world champ Ben Townley was.

Townley said he was being held up by Alessi and after he passed Alessi around the outside for second, Alessi drifted into him and took him out.

Alessi saw it differently. "I want to put the record straight. I did not take him out. Straight up, I did not take him out. He went around the outside of me and then tried to cut right in front of me and I was on the gas and he went right into my back wheel and fell. It was a racing incident and we were both going for pretty much the same line but unfortunately he cut under me and tried to go across and he hit my back tyre."

Townley got back up in fifth, passed for fourth but had more misfortune as the impact with Alessi damaged his fork and front brake so he fell again, then stalled before dropping out of the moto.

At approximately the halfway point in moto one Cairoli began looking down at the left side of his motorcycle and slowed significantly. Alessi was on him in short order and made the pass on the world champ but within a lap or so Cairoli all of a sudden caught fire again and made pretty short work of Alessi who seemed to think that once he was in the lead he was good to go.

Cairoli repassed for the lead and eventually took the victory about a half-second in front of Alessi. After the finish the announcers (incorrectly) said that Cairoli was missing his



Antonio Cairoli extends his MX1 series lead in the US



Frenchman Xavier Boog ends the day fourth in MX1



Jeremy van Horebeek pushes Jake Nicholls back to seventh in MX2

left footpeg. He wasn't. He was missing his shifter. That's significant enough but luckily for Cairoli his shifter fell off when he was in third gear – the perfect gear for 95 per cent of the track.

"I really didn't feel comfortable yesterday on the track and today we made some changes on the bike and everything was going better but it still wasn't perfect," Cairoli said after the race. "But after 20 minutes I lost my shift lever and I was scared that I couldn't finish the heat but luckily it was in third gear all the time so I could manage. Only one place, on the downhill, was not so good because the RPM was so high and the rear shock was working not so good but the rest of the track was good. I just had to use the clutch a lot. I could manage."

So not only did Cairoli beat Alessi on his home track (literally, as Alessi lives less than a half-hour away from Glen Helen) but he did it in one gear! Third place in the moto ended up going to Max Nagl on the 450 behind the two KTM 350s. Ken De Dycker was fourth, just in front of Clement Desalle.

In moto two you got the feeling that Alessi was going to nail the start. He lined up on the far inside gate – a spot he gave up to Cairoli in moto one – but this time he was immediately pinched over to the side of the track off the start by the defending world champ in a cunning move to secure the lead. This allowed Max Nagl to grab the holeshot but it wasn't long before Ben Townley came flying by all three of them – Alessi through the second turn and the other two riders within the next half-lap – and checked out.

By the end of lap one Townley already sported a sizeable lead. And it just grew and grew throughout the event. By the time the two-lap board came out, Townley was ahead by such a distance that his laptimes literally fell by about eight seconds in the last few laps and then 16 seconds on the final lap and he still wasn't really within sight of second place.

In this moto Alessi put up a fight in spurts but couldn't hold either Cairoli or Clement Desalle behind him. Desalle and Cairoli – with no love lost between them – raced pretty close as well and eventually Cairoli seemed to figure that discretion was the better part of valour and he backed off, knowing he had the GP overall in the bag. Desalle was second in the moto for third overall while Alessi was fourth in the moto for second overall.

But the shot has been fired across the bows of Townley's competitors from here on out. He's back. "It doesn't matter what race it is but to beat the best people in the world – whether it's here in America or in the world championship or wherever it is – just to win again was my goal, at the highest level. And I don't feel I'm anywhere near as good as what I can be yet. There's so much more to come and once I get to that point it's going to be pretty cool..."

In the MX2 class it was a definite yawner in both motos. Marvellous Marvin Musquin grabbed both holeshots and quickly sped away with both moto victories. In the first moto he had nearly 10 seconds in hand by the end of the first lap over Frenchman Steven



After his opening moto DNF former world champ Ben Townley blitzes everyone in race two – welcome back BT!

Frossard. Ken Roczen came from behind for third in the first moto and was pressuring Frossard for most of the last half of the race and American Zach Osborne finished a solid fourth place.

In the second moto Musquin again took the holeshot and began to check out but this time Scotsman Shaun Simpson kept closer before losing the spot to Zach Osborne late in the race. Osborne never really got close to Musquin but he was close enough that even a minor fall would've cost Musquin the win. That wasn't the case in moto one.

However, it was likely a bit easier to stay so close to Musquin when the race was red-flagged after going just over 20 minutes into the scheduled 35-minute plus two lap distance when the Red Bull arch that spanned the take-off for the finishline jump blew over directly onto Monster-sponsored Harri Kullas and blocked the track completely. Perhaps the biggest loser in this mess – outside of Kullas – was Ken Roczen who was still moving forward from a poor start when the race was red-flagged and called complete.

Somehow, ever-positive Feldkamp was able to spin the arch failure into a plus point in the post-race press conference. "Well, I think it will be a thing that will pass in motocross lore – 'I was there at the first GP, do you remember when the finish line fell down?'" Feldkamp said after the race. "So I think, in a way, it probably adds to the lore of motocross and the lore of the GP at Glen Helen so I take it as a very positive [thing], honestly."

Simpson hung on for an impressive third in the moto over Frossard and Roczen. Overall, AMA-bound Musquin took the overall with his 1-1 score over Osborne's 4-2 and Frossard's 2-4.

His performance won Osborne the inaugural 'Marty Moates Cup' which earned him $5,000 for being the top American on the day, just better than Alessi's 2-4 score. And that's $5,000 more than any other rider on the course won that day…

"I think, more than anything, it's kind of a coming-of-age thing for me," Osborne says of his improvement as a racer since he went to Europe. "It's coming along good. My results in the GPs eventually should lead to a ride here but I have a good life in Europe and I enjoy it. I hope today shows some people that lost faith in me that I still do have it. I can still ride my dirt bike pretty good."

As for the future of the GP, it's contracted but Ben Townley doesn't seem optimistic. "I guess I'm a big fan of GPs and I'm disappointed with the crowd turnout but I don't know if that's going to be any better wherever you go in America. It's hard when you don't have those huge drawcards [big-name riders] – the people don't really know the GP riders here. In some ways I'd like to see it happen but at the same time if it's not going to be a bigger show than this it's hard to justify seeing it happen, really. I'm of two minds about it to be honest."

And he doesn't appear to be the only one…

STAR SPANGLED BANTER!

A COLLECTION OF OPINIONS, GOSSIP AND INSIGHT FRESH FROM THE SNAKE-FILLED HILLS OF GLEN HELEN

The 2010 USGP was always going to be controversial. Swiftly pulled together after the British GP went belly-up, it represents the first major salvo in what could be – despite the public friendliness – a major war between the world championship promoters Youthstream and AMA Nationals organisers MX Sports. A war that could alter the global face of top-flight motocross…

Experienced MX journalist Adam Wheeler was at Glen Helen to canvass the post USGP reactions of the organisers and riders.

BEN TOWNLEY

LUCAS OILS TLD HONDA

Former world champ BT admitted that he wasn't particularly nostalgic about his first GP outing since 2005 but his effortless win in race two was reminiscent of the talent that last scooped glory in the world championship on the Isle of Wight in '05.

"They [the team] had to convince me to race here actually but it was good for our sponsors and it was an easy decision to make finally because I need more time racing. Most of it was about getting the bike better. I am a big fan of GPs so I am disappointed with the crowd turnout but I don't know if that will be any better wherever you go in America. You need the American riders as a draw and if there is not going to be a bigger show than this then it is hard to justify. I am in two minds about it to be honest."

Townley was also well-placed to comment on the effect of running a race bike with FIM spec compared to his routine AMA mount. "I noticed a huge difference. We have been working so hard on our race bike for the US race season and last weekend in Hangtown I was not that happy with it so we spent a lot of time this week testing. We actually missed out on time to test the GP bike.

"When I rode my bike out of the parc ferme and up the hill for the first time I really could not believe it – I was shocked at how much of a difference it makes. On one hand I support that we are trying to do things that are better for the sport and make the bikes quieter but on the other hand it was hard to adapt to the difference. We only had 10 minutes before going into qualifying. Without a doubt the direction with the rules is the best thing for the sport."

JOSH COPPINS

APRILIA RACING

Josh was one of the very few to have actually competed in a previous USGP. A small crash on the second corner damaged the water pipe to the radiator and he DNFed the opener but his ninth in the second moto equalled his season-best results captured in Bulgaria and Holland.

"I was a little bit disappointed with the turn-out but it was cool to catch up with everyone. A world championship needs to be all over the world. It would be nice if people would work together a bit more to get more riders to take part but I understand the views of both sides. Anyway that is politics and I'm just a rider!"



GIUSEPPE LUONGO
YOUTHSTREAM PRESIDENT

Before announcing that the 2011 world championship would visit the USA twice (Hangtown being the other rumoured destination) the Youthstream President revealed that the series would start in mid-May with a trip to Australia and the August fixture for Brazil would remain, meaning four costly flyaways.

Gossip hinted towards the purchase of framework – the double-tier pitlane for example – to store in the US based on the notion that a significant slice of the world championship would involve American trips and that Youthstream may have run Glen Helen without any commercial ambition in order to gain a foothold in the US.

"It was important for the world championship to be in the USA because here is probably the most important country for motocross in the world with fantastic riders, organisers and industry," enthuses Luongo. "I think the people that organise the sport must be a community. We must work altogether for the sake of motocross and make this sport bigger. Today was a great day of sport and we made a good event together at a fantastic circuit that is something for the future."



Giuseppe Luongo, Bud Feldkamp and the FIM's Wolfgang Srb



Mike Alessi's a big fan of the USGP

BUD FELDKAMP
GLEN HELEN RACEWAY PRESIDENT

The common ground that Youthstream had found with Glen Helen owner Bud Feldkamp was crucial in the establishment of the USGP which still has another four years within the contract. The Californian described the differences between working with Youthstream and AMA promotion group MX Sports as being like 'night and day'.

The bond between Luongo and Feldkamp was welded to such an extent that they purchased a trophy between them to judge who would correctly call the winner of the MX1 GP. Luongo – who obviously went for Cairoli against Feldkamp's swing for Alessi – was the first winner of the cup. This self-indulgence at least indicates that the future of the event faces a reasonably decent chance of keeping healthy.

"The attendance was approximately 50 per cent but it was quality attendance and of people that will tell their friends that this was a building block," says Feldkamp. "Glen Helen is a long-term player – we are not a one-race track. We feel very good about the attendance."

MIKE ALESSI
JAGERMEISTER KTM

Alessi, who remarked at the beginning of the year that the world championship carried more prestige than the AMA series, was wholly complimentary about his second GP appearance (the first coming in Ireland, Desertmartin, in 2006).

The American had originally planned to contest the first three rounds of 2010 but elected to stay in the US and test. He made the podium the week before at Hangtown and – like his nemesis Townley – stressed his role as Glen Helen was motivated by a need for race time.

"I thought it was great man, I liked it a lot. You guys do a good job and it was first class. The mechanics area was really nice with the two tiers and the TVs. The track was also good and this was the best I have seen Glen Helen and I have been coming here since 2005. I applaud what the people have done here to make the GP come together in such a short time."



Woody survives a close call with a snake

JAKE NICHOLLS
HM PLANT RED BULL KTM UK

Jake benefited from KTM US support in terms of machinery. The 20-year-old made a bright start and was steady inside the top six in the second moto. "I thought it was brilliant to be honest. I was hoping there was going to be a good crowd but the first one was always going to be the hardest. I think they did a good job and it was nice to see a few Brits out there cheering us on as well."

KEN DE DYCKER
YAMAHA MONSTER ENERGY RICCI

The Belgian, who had taken ninth place at Hangtown the week before, rode to fourth in the first moto and attacked the track in the second after pulling into the pits convinced he had an exhaust problem. "I thought it was a really good GP. The track was getting ruttier and with more water even rougher which was better."

SHAUN SIMPSON
RED BULL KTM

Shaun travelled early to California and despite a close call with a snake while practising at Perris Raceway also indulged in some outlet shopping and a photoshoot in a junkyard with Ray Archer. He was third in the second moto.

"Many parts I enjoyed – the track, the place, the experience – but to be honest I am over it. Maybe it was staying in the hotel which I am not used to, I'm not sure. I don't think I could move over here to live. The Americans are really nice people but they have a different way of doing things!"

ARNAUD TONUS
TEKA SUZUKI

Son of Swiss former 500cc racer Charlie, the stylish and immensely friendly Arnaud Tonus was one of the riders keenest to compete in America. A second moto crash did not dent his enthusiasm.

"It was a great experience and I really enjoyed being here. I was smiling to myself as I went up the hill. The track was fast and really fun to ride – it was important to ride safely because if you made a mistake then it was going to be a hard crash. My mistake was stupid and cost me a better result."

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HARTFELT!

HE'S MARRIED TO POP STAR PINK AND A SUCCESSFUL BUSINESSMAN IN HIS OWN RIGHT BUT CAREY HART'S STILL A RACER TO HIS CORE…

Words by STEVE MATTHES Photo by STEVE COX

Carey Hart is many things – tattoo shop owner, freestyle MX pioneer, mainstream celebrity, pop star Pink's husband – but the thing that he's most proud of is owning a supercross team. Once a racer, always a racer and Carey – who was a struggling privateer years ago – now has a team that challenges for the top privateer team in SX every year.

Hart has some big fishes on the hook for 2011 and if all goes to plan look for the Rockstar/Hart & Huntington team to step up and race the MX season as well as have some factory support. I called the guy that I've known since 1998 to get his take on the year and the future.

DBR: What are your thoughts on the 2010 season?
CH: "I thought it was a good year. I mean, we had our ups and downs just like any motocross programme does. You know, you can't really control injuries and stuff like that but I think for the most part Kenny Watson [manager] and Tony Berluti [mechanic] did a good job of getting the guys to the races and giving them all the tools they needed to. And the guys really stepped up and performed."

DBR: You had to have been happy. I mean obviously Matt Boni had some injury problems but I wasn't so sure Chris Blose would do as well as he did. I thought he was solid.
CH: "Yeah, I think this being Blose's first year on the big bike, like a solid year, I think he did great. He came to town and worked hard, did the homework and put in all of his hours. He's riding that top 10 bubble and we're happy. I definitely know Boni had a tough season, he tweaked his knee pretty good early in the season and he's actually going in for surgery today for it. You know, he sucked it up and did the best he could and got through the season. It's tough and especially, I can speak from this side, you can't control injuries and you can't control getting hurt. All you can do is try to rise above it and go out and put down your best ride."

DBR: You're a former racer so you know the deal but what's it like as an owner to sit there and watch guys maybe not perform as well as you want them to? What kind of team owner are you?
CH: "I've been on both sides of the fence so I can relate to what the riders are going through. I've always sat down with our guys and said 'listen, if you guys are putting in the work, doing your homework, you're training, you're testing, you're practising, that's all you can do'. Everybody wants to go in on Saturday night and win and do their best. At the end of the day you can only do what you can do.

"And it would be a different situation had the guys not been doing the time during the week and not buckling down and training but these guys did just that. So I mean you've got to take the good with the bad. So no, I'm not that type of guy. But, hey, had the guys been slacking during the week I'd be the first one back in the truck raising hell and making a stink about it but all my guys have always worked really hard and trained really hard.

"That's why we keep our race programme based out of Vegas. We can keep an eye on them and know that they are going to the gym, know that they're going to the test track and not just calling in from Florida or calling in from Arizona and saying 'yeah I'm doing my homework and I'll see you at the races'."

DBR: Your pit presence is awesome and Feld [promoters] is really embracing you guys. I mean they're right there with you and years ago, as we all know, that wouldn't have been the case. Your thoughts on that?
CH: "I know it's unrealistic to think you're going to show up and win. We got some really solid riders, let's set realistic goals. Consistently make Mains and shoot for that Top Privateer Award. And that's what we did last year, that's what we achieved. So with that said we have to create a way to not only build a fanbase but maintain a fanbase. And how do we do that? It's to let these kids and adults alike walk away feeling like they were involved with something. They come to our truck and we did the Rockstar pong last year and this year, we're just being very interactive with the crowd and that's how you establish and create a fanbase without having the results to back it up.

"I think that's a crucial part of a building process because you know there's only two ways to succeed in motocross and that's to create a fanbase or to go out and win races. And I'm going to be honest, we haven't had the financial means to go out and win races. I mean it takes money to go establish that talent for your staff and also the parts to go along with it.

"So I think we set realistic goals and we try to keep it fun and interactive and have cool looking bikes for people to come by and look at. I'm always out there hustling autographs and the riders are too, they're always out there talking with the fans and vice versa. It's always a building process and that's what we've kind of built on these last couple of years. We've already been working hard on 2011 and it's time to kind of step up to that level and it's like 'okay, let's lock down some guys that can get on the box and be consistent top five and start being a threat on the track'."

DBR: I've been around the pits a little bit, hearing some rumours, watching you talking to some bigwigs, different teams… Are you stepping it up big in 2011?
CH: "That's definitely the plan. I've been working along with Steve Astephen, my manager, who represents the team and myself. We've been working on 2011 for a couple of months now. I want to get way ahead of the curve. We got over a three-year hump which is usually hard to do. This was our third season and now going into season four we really want to make a splash.

"I got some pretty solid irons in the fire with some outside corporate companies that are going to come in and really kind of elevate our team to where we can team up with a factory programme and become a self-sustained factory programme to go out and start winning some races or at least start getting on the box."

DBR: One last question. What's going on in your life? What's on your schedule? Because you're one busy guy…
CH: "It's hectic. I mean honestly, I'm still down at the office. It's almost 7pm and I haven't left yet. This is my one day in the office, tomorrow I'm actually testing my race truck so I'll be out testing all day tomorrow. And then off to California. I've got about 10 days of stuff and two-and-a-half months of work before I head to Europe, go back out and do another tour with my wife. A lot going on, it's just that time of year. I'm trying to run three, four businesses.

"The one nice thing is now that supercross is a wrap I can kind of put the day-to-day behind me for the next three or four months until we're back up and running. It's a constantly evolving, moving piece. It's either the nightclub, the clothing business or trying to ride. I'm actually really just trying to focus on being an athlete for awhile. I've got a lot of new sponsors this year and we're doing a lot of stuff with H&H and different companies like Smith and ONE Industries. So I've got to try and perform, get the product on myself and get out and shoot photos and stay proactive. It's hard. It's a really hard juggle."

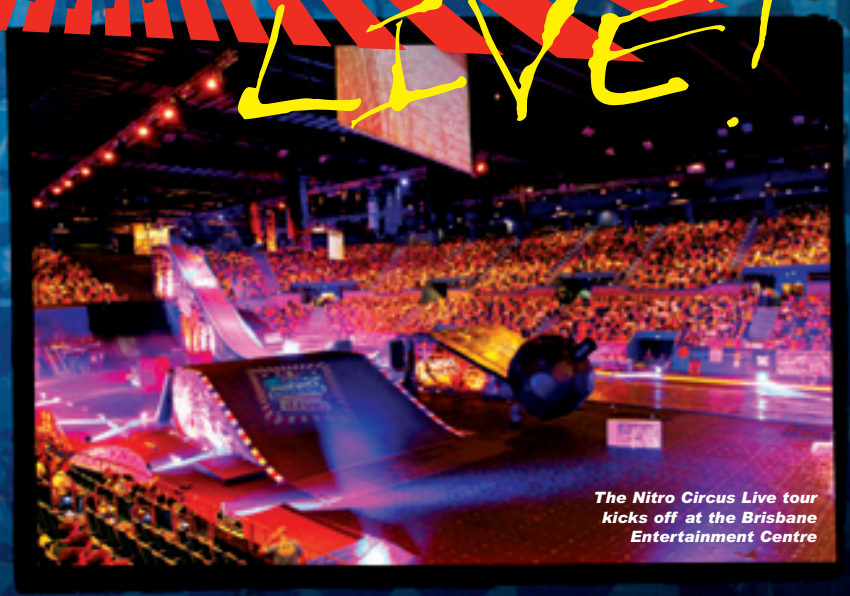


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Words and photos by ***Matty Muir***

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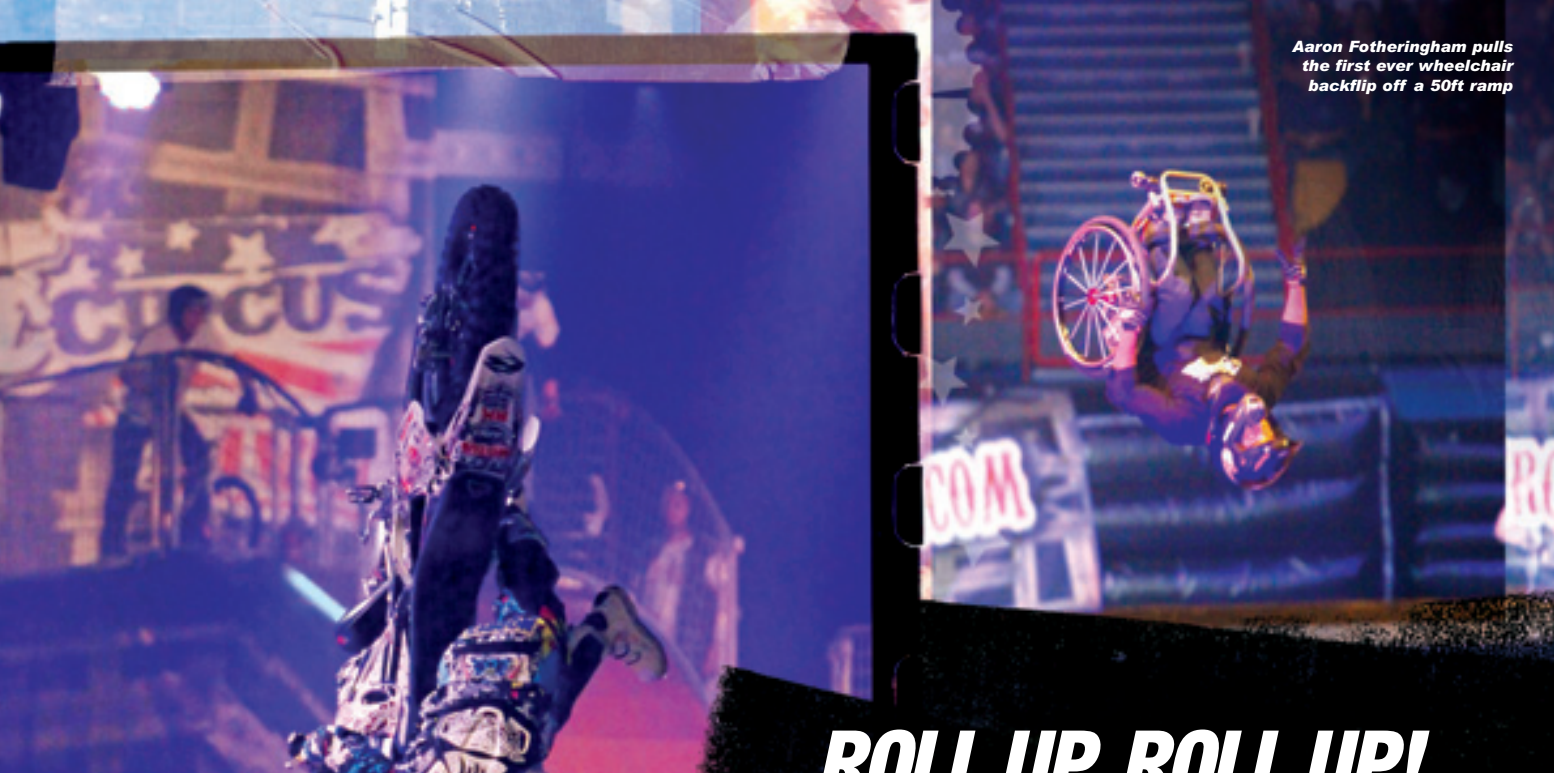
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Aaron Fotheringham pulls the first ever wheelchair backflip off a 50ft ramp

ROLL UP, ROLL UP!

FMX, BMX, TRICYCLE FREESTYLE AND EVEN A BACKFLIPPING WHEELCHAIR – IT'S ALL IN A NIGHT'S WORK FOR THE NITRO CIRCUS LIVE CREW…

Standing 50ft above the baying audience he sizes up the drop towards the lip that will launch him over a 40ft gap to the landing ramp. The tension builds and with one huge heave off the top of the Gigant-A-Ramp he's immediately past the point of no return as he hurtles towards the jump. This is just about as extreme as extreme gets – although the grown man in question isn't on a full-blown freestyle MX machine, a BMX or even a skateboard. Nope, he's on a kid's tricycle!

Welcome to the first ever Nitro Circus Live tour which has got sell-out Aussie crowds going mad for Travis Pastrana and his bunch of loveable loonies as they bring the massively-popular series of movies to life. As well as the tricycle stunt – which produces a lazyboy backflip – the opening night alone sees the world's first ramp-to-ramp female flip, a wheelchair flip, a double flip and a 10-rider backflip train. And if the prospect of seeing the Nitro Circus in the flesh has got you racing to hook up to the Qantas website then hang fire, Travis is bringing the show to the UK as part of a 2011 European tour.

Jolene Van Vugt gets the ball rolling at the Brisbane Entertainment Centre by becoming the first female to backflip a motorbike ramp-to-ramp – but only after three unsuccessful attempts. Then comes inspirational wheelchair athlete Aaron 'Wheelz' Fotheringham who performs the first ever wheelchair backflip off a 50 foot ramp.

Andy Buckworth nails a BMX double frontflip which has never been attempted in Australia before and Clint Moore pulls off a body varial – another first for Oz – before Jim DeChamp crashes his attempt at a FMX front flip. Finally Cam Sinclair lands a double backflip which sends the crowd – who at the request of Travis are all standing for the show-stopper – mad.

With such a big emphasis on audience interaction, for fans of Travis' movies the Nitro Circus Live tour is about as close as they'll get to a starring role of their own – only much, much safer…

DBR: First off Travis – a live Nitro Circus tour. What were you thinking of?
TP: "To be honest it's really a great excuse to travel around the world with all of our friends on a bigger budget. Meaning we can get to do crazier, dumber, more fun things [laughs]."

DBR: Is the Gigant-A-Ramp something you plan on taking to all of your shows worldwide?
TP: "Yeah, the ramp that we run here is an integral part of the Nitro Circus show. We like to use all sorts of contraptions and they all require us to gain speed from somewhere. The other cool thing about the ramp is that in some of the smaller venues we are literally dropping in from the roof. A lot of people come here to see the FMX and names like myself but some of the highlights are the guys on the ramp and what they drop into it on."

DBR: Where do you guys get your ideas and motivation from to come up with new and crazier stunts?
TP: "It's pretty easy – we just sit around and think about what we want to do. The only problem is that you have to be able to do it week-in, week-out. Especially when doing a live tour like this you have to realise it's an abusive show. We're more quality than quantity because we need to try and go the distance."

DBR: Your focus isn't solely been on motorcycles – are you consciously trying to broaden your appeal to a wider audience?
TP: "Well again it's like I said, quality not quantity. We have told our guys when they are out there they have to push to their maximum every time. And that I feel is what separates us from other shows. As you say we aren't just a moto show and every performer is pushing themselves in their respective discipline.

"So yeah, we are trying to show people that may be unfamiliar with a certain sport what can be done and bring that new interest and fanbase with it. Also with a show like this we feel at times we need to educate the audience. I mean if you are into action sports you know a double backflip is hard but people that are coming to watch these shows still need to be told that a trick like that is difficult."

DBR: How do you feel about taking a show like this to countries in Europe which may not have quite the level of Nitro Circus brand awareness as, say, here in Australia or the US?
TP: "I think if they don't have the brand awareness the show is going to be better because a lot of the stunts our fans have seen and know what can be done. But when we go to places where the brand awareness isn't there people are going to be more shocked to see what we do. In Europe I think the biggest difficulty will be the language barrier. It won't be too hard in some of the bigger cities but our show requires audience participation and we have to figure out a way to get them involved."

DBR: When was the last time you competed or performed in Europe?

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TP: "I've only competed in Europe four times, all of them being X-Fighters. The last time I think was Poland somewhere around 2008."

DBR: Any plans to compete in Europe on either two or four wheels in the future?
TP: "Well I'll be hitting a few WRC events, even though my main focus is the North American rally championships. WRC is a whole different level to what I'm used to, my best WRC finish being a fifth. I definitely want to do some more rounds but I am not interested in competing in the series full-time."

DBR: Anymore New Year's No Limits plans coming up?
TP: "No, we just passed the deadline for submitting our proposals to Red Bull and this year I didn't put in a bid. To be honest last year when I put my proposal in I saw some others guys' offers and thought someone else's would get chosen for sure. But as we know they chose mine and I thought 'oh no here we go [laughs]'. But give it a couple of more years and we will think of something gnarly to do."

DBR: What's your take on the level of riding and the difficulty involved in FMX these days, especially from a competition point of view?
TP: "Firstly, one thing that has to progress for the sport to grow is making more of a park course style of circuit. But with the level of riding we are at now it takes years to go bigger and better, I kid you not. For example the TP720 roll I crashed doing at last year's X Games, it took three years of trying that trick and then a solid six months of nothing but doing that trick and I still crashed. So it's just that now progression from this level is going to be slow and the guys that are going to push it harder and faster to progress more are going to be injured fairly quickly. I really feel these days that there are only a few guys who are innovators whereas most guys just want to be able to do all of the textbook tricks."

DBR: Are you competing in X Games this year?
TP: "Well they are bringing back the Speed and Style competition this year and I think that sort of thing suits me perfectly. And I have to land the TP720 in Best Trick. I have been pretty well injured since the last X Games but providing I come through this tour healthy I will have a solid two months to practice before the event."

DBR: Do you think you'll ever try to qualify for an AMA SX again?
TP: "I don't know, to be honest probably not. These days I'm an eighth to 12th place SX rider and people say 'yeah, you should do it'. But for me I have to put in three months of solid training beforehand for an eighth place. Well to me that's not really worth it. If I'm out there I want to win and these days I'm not capable of that. Hey, maybe in a year or two if I still think I can qualify I might jump back in. My first pro race and my last pro race are the only two I didn't qualify for and I don't really want to go out like that. But at the same time I have to get my body fixed and put in some solid training so it's a big commitment."

DBR: Do you wish things had worked out differently and you could have achieved more with your bike racing career?
TP: "Well it's a Catch 22 situation. To say that I've achieved everything that I wanted to would be a blatant lie. Since I was four years old all I ever wanted was to be a supercross champion. You know I won the 125cc title and that's great but it's only a step towards what I wanted. From the time I was four until I was 23 the only thing I ever thought about – eat, breathe and sleep – was winning that [250cc two-stroke] championship. I got second a lot of times and led a lot of laps but never even won a race. So that was disheartening. I mean my career was kind of over before it began because of all the injuries. But having said that there is no way I would be having more fun than I am right now. So my life is better because of that failure I guess you could say but it's definitely a part of me that I would have liked to have seen where that could have gone."

DBR: So overall what does the future hold for Travis Pastrana?
TP: "Well the ironic thing is as I said before when I was a kid all I wanted to be was a supercross champion. Though when I finally got to the point where I could be that, I found all I wanted to do was hang out with my friends. I have now found a way to basically use what I have achieved in the past and build upon that to the point where I can have a life in which I can do what I want and be with my friends. These guys are my family and we will continue to enjoy ourselves like we are now. I don't see this fun ending anytime soon and, personally, I'm in the best spot I've ever been in my life right now."





Hardcore stupidity is a Nitro Circus staple

TRANS-SLAM!

FROM EUROPE TO AMERICA, THE FIM MOTOCROSS WORLD CHAMPIONSHIP KEEPS ON KEEPING ON AND KTM CONTINUE TO BE LEADERS OF THE PACK…

Photo by Sarah Gutierrez

Consistency seems to be Marvin Musquin's best friend this month as the 20-year-old Frenchman turns a one-point deficit in the MX2 world championship chase into a whopping 40-point lead thanks to overall wins in Portugal, Spain and America. Okay, the Spanish GP is a close run thing as marvellous Marv takes the top step of the podium by a meagre point – ahead of Belgium's Joel Roelants and Shaun Simpson who's third – but that win's probably sweeter than both the double moto victories in Agueda and Glen Helen as title candidates Ken Roczen and Jeffrey Herlings each DNF the second encounter in Bellpuig.

For Roczen an electrical fault sees him pushing back to the pits while Herlings is caught up in a first turn crash which breaks his brake lever. After charging hard through the pack another fall finally finishes the 15-year-old Dutchman's day on a negative note. And there's more bad results for the teen terrors in the USA. While Musquin remains untouchable an off-form Roczen can only run 3-5 and Herlings has a complete 'mare – an 8-DNF scorecard is the last thing his title aspirations need.

While the teenagers start to struggle a handful of the veterans in the MX2 class are starting to come alive. CLS Kawasaki's Steven Frossard moves into third in the series on the back of a string of very strong results and with his home GP just around the corner closely followed by the similar surfaced German GP, June could be the month that Frossard chases down second place in the series standings.

Behind Frossard in third and Herlings who's fourth just seven points separate Shaun Simpson and Zach Osborne as they fight over fifth. Both riders score in only five of this month's six motos but when they do score they score well – Simpson adds 83 to his tally while Osborne gets two more (plus five grand and a big cup for being top Yank at Glen Helen). While both have had their problems in the early season races it's obvious that they're getting close to full speed – both France and Germany have been happy hunting grounds for Simpson in the past while the going should also suit Zach to a certain degree too.

The Reverend Jake Nicholls bounces back from a disappointing Dutch GP to score well in rounds four, five and six and elevate himself back into the top 10 of the series standings. Okay, Jake benefits from a Harri Kullas DNF in America as the Finnish rider's Yamahauler goes pop but with the points gap between Jake and Osborne in sixth smaller than the points gap back to Crusty Verbruggen who's 12th, if Jake keeps on keeping on he can surely only head one way in the rankings.

In the MX1 class Tony Cairoli more or less doubles his points lead in this month's three GPs despite only winning two motos and one round outright. After crashing out at round three in Valkenswaard and dislocating a shoulder nobody expected Clement Desalle to come back strong in Agueda – a race that was held just two weeks later. But amazingly that's exactly what the MX Panda does as he translates a pair of seconds into an overall win as Cairoli and Max Nagl trade firsts and fifths to finish second and third overall with KRT's Xavier Boog a surprise fourth.

One week later in Spain neither Desalle or Cairoli reach the podium as their thirds and sixths are outscored by Nagl's 1-9, David Philippaerts' 2-5 and Tanel Leok's 7-1! Nobody's more surprised by Tanel's win than the Estonian Express himself and it takes Youthstream TV presenter Lisa Leyland to break the news. "I'm really happy," says the then 24-year-old. "It was a big surprise to come over the finish line and learn that I had won. In the last few laps I was not even looking at the pit-board because I wanted to concentrate and not make a mistake so when the TV lady told me I was very surprised."

Tanel celebrates his 25th birthday in America the day after round six but that's all there is for the Leok clan to celebrate as the LS Motors rider DNFs not once but twice. However, there is still good reason for Honda to celebrate though as GP wildcard Ben Townley wins his first MX1 moto since Gore Basin way back in August 2005!

Perhaps the bigger story though is Cairoli's win in the opening moto. After yanking the holeshot with wildcard Mike Alessi in tow the reigning world champ sets about gapping the field and by mid-distance he's got a nice little lead over Alessi and the rest of the pack. Then his shifter falls off. Fortunately for Tony the 350F is in third gear which just about makes it possible to keep a good pace going until the finish so after trading the lead with Alessi for a few laps he's able to take his sixth moto win of the season so far. A third in moto two seals the deal and gives Tony his third GP victory of the year.

For team-mate Max Nagl the USGP is one to forget. Third in moto one, the German DNFs the second encounter after tangling in the green fencing that surrounds each and every GP circuit but even so Max sits a safe second in the series standings some 41 points behind Tony C. Desalle's 5-2 meanwhile allows him to leapfrog past David Philippaerts in the series standings as they battle over third.

Following Tom Church's withdrawal from the Iberian and American GPs with a hand injury there have been no bonafide Brits in the MX1 class. However, there's still some Brit interest as current Maxxis series leader Evgeny Bobryshev and his CAS Honda team-mate Gareth Swanepoel continue to scrap it out in the world championship.

Evgeny has a cracking three GPs and moves from 12th to ninth in the standings following a 9-7, 5-10, 12-DNF run of results. Swanie though struggles and can only manage 20-16, DNF-11 and 14-DNF as he battles flu, first turn crashes, goggle problems and a minor foot injury which means he slips a couple of places to 15th in the championship chase.

SERIES STANDINGS

MX1 >>

1	Antonio Cairoli	Red Bull KTM	259
2	Max Nagl	Red Bull KTM	218
3	Clement Desalle	Rockstar Teka Suzuki	196
4	David Philippaerts	Yamaha Monster Energy	184
5	Ken De Dycker	Yamaha Monster Energy Ricci	174
6	Steve Ramon	Rockstar Teka Suzuki	173
7	Xavier Boog	KRT Kawasaki	167
8	Tanel Leok	LS Motors Honda	135
9	Evgeny Bobryshev	CAS Honda	115
10	Davide Guarneri	LS Motors Honda	111
15	Gareth Swanepoel	CAS Honda	74
30	Tom Church	Buildbase CCM	11

MX2 >>

1	Marvin Musquin	Red Bull KTM	268
2	Ken Roczen	Teka Suzuki	228
3	Steven Frossard	CLS Kawasaki	205
4	Jeffrey Herlings	Red Bull KTM	197
5	Shaun Simpson	Red Bull KTM	170
6	Zach Osborne	Bike It Cosworth Yamaha	163
7	Jeremy Van Horebeek	CLS Kawasaki	157
8	Arnaud Tonus	Teka Suzuki	154
9	Joel Roelants	JM Racing KTM	134
10	Jake Nicholls	HM Plant Red Bull KTM UK	129
20	Mel Pocock	Bike It Cosworth Yamaha	29
32	Max Anstie	Star Racing Yamaha	9
38	Ed Allingham	Bike It Cosworth Yamaha	2



It's been a fruitful few races for Tony Cairoli and he extends his lead at the top of the MX1 standings

BORDER RAIDER!

KNIGHTER MAKES IT THREE WINS FROM THREE STARTS AS THE BEC SHIFTS INTO SCOTLAND

Words and photos by **Jonty Edmunds**

Looking every bit the champion of old, David Knight extends his lead in the 2010 Metzeler ACU British Enduro Championship at the Grampian MCC organised Lossiemouth Enduro, making it three wins from three starts so far this season and dominating the series' first two-day event.

"This is as close as I get to a home race," explains the Manxman at the finish of the gruelling 15-hour race. "The rough, sandy terrain is just like I train on at home. I know a lot of people don't like it but I love it." And it shows.

With the event featuring two largely sand-based special tests – one a cross-country test on the shores of the North Sea and the other an inland motocross test – Knighter's quickly up to speed and setting a pace no-one else can match. Remaining out front throughout the opening day it's a similar situation on day two as he keeps his factory KTM out front to claim two well-deserved wins.

"It's been a bloody tough event," admits David. "But it's been great training for me for the world championship. Having so much special test time has been great, you've certainly not been able to rest anywhere."

Tom Sagar emerges as the rider who finishes as runner-up to Knight on both days. Not known as a sand specialist, Suzuki-mounted Tom cuts short his participation in the Scottish Six Days Trial to bang out two impressive runner-up results on his 450. Finishing comfortably ahead of his nearest rival in the overall results, Sagar's a country mile ahead of his nearest Enduro 2 class competitor.

"The last world round didn't go well so it's nice to get some good results again," admits Tom. "I felt like I rode well all weekend. I was expecting things to be a bit closer behind David but I can't complain about two second place results."

The big battle in Scotland is for top honours in the Enduro 1 class. With Irishman Phillip McLaughlin out of action following a bang to the head sustained at the EWC GP of Spain, Paul Edmondson, Daryl Bolter and Si Wakely are the three riders all hoping for success.

Day one ends with Bolter having topped the class by a slim eight seconds. Making a mess of the day's opening test, Eddy gives his all but is unable to stop Daryl Bolter securing the win on his KTM. "The first day went really well, although I couldn't really get into a steady rhythm on the enduro test," admits Daryl. "I had a few close ones but generally it was a good, long day."

On day two it's the old master Edmondson who tops E1. With Eddy's costly mistake on day one preventing him from challenging Bolter, on day two it's a mistake by Daryl that proves costly. With his class lead dramatically reduced with just two tests to go, Eddy smells blood, puts it all on the line and ends the day as the E1 class winner having put in one of his best performances in years.

"I gave the last two tests everything," admits Eddy. "I wasn't sure how far ahead Daryl was, I just knew I needed to win by as much as possible. I'm made up I managed to get the top spot."

Rounding out the top five on day one is Si Wakely. Fresh from competing in the European champs, Si's not overly pleased with his performances but knowing that three Welsh two-day events follow the Scottish race is confident of better in the coming months.

Bolter's team-mate Greg Evans places fifth on day two having been all but sidelined with a freak electrical problem on day one. With Knight the top dog in E3, Sagar delivering the winning results in E2 and Bolter and Edmondson claiming an E1 four-stroke day win apiece, Ed Jones wins the E1 two-stroke class on both days, breaking inside the overall top 10 on day two.

SERIES STANDINGS

CHAMPIONSHIP CLASS >>

1	David Knight	**Red Bull KTM**	60
2	Tom Sagar	**Putoline Suzuki**	45
3	Paul Edmondson	**Putoline Suzuki**	45
4	Daryl Bolter	**KTM UK**	43
5	Si Wakely	**Husqvarna UK**	34
6	Ashley Wood	**Gas Gas**	26
7	Ollie Moyce	**Husaberg GB**	25
8	Greg Evans	**KTM UK**	21
9	Neil Flockhart	**Suzuki**	17
10	Edward Jones	**KTM UK**	15



Fast Eddy shows there's life in the old dog yet as the BEC hits Scotland







Stephen Sword (#71) grabs himself a holeshot

The Crock Star takes the MX1 overall at Canada Heights

CANADA FLY!

THE CROCK STAR COMEBACK CONTINUES AT ROUND THREE OF THE RBPNs AND MARTIN BARR MAKES IT A GREAT WEEKEND FOR THE IRISH WITH A DOUBLE WIN IN MX2...

Words by **Sean Lawless** Photos by **Ian Roxburgh**

Canada Heights hasn't always been the happiest of hunting grounds for Gordon Crockard – it is after all the track where he wrecked his knee back in '04 – but the Irishman puts past woes behind him with a vintage performance at round three of the Red Bull Pro Nationals at the famous Kent circuit. And he does it in scorching style with a pair of come-from-behind charges that prove that 14 months on from his near fatal crash at Hawkstone Park the 31-year-old is still hungry for glory.

The PBM Kawasaki rider takes the win in the first Pro race with an audacious series of passes after crashing with Brad Anderson as the pair bash bars for fourth. Both go down but Gordy gets up first and strings together a run of late lap times almost three seconds a lap faster than the leading trio to overhaul Stephen Sword, Jason Dougan and Ben LaMay at the flag.

Samsung Yamaha's Alaskan teenager LaMay is getting stronger every weekend and he nails the holeshot second time out and converts his early advantage into a gate-to-flag win from Anderson. Going into the final lap Gordy's in fourth behind Dougan but makes a pass stick on the Phoenix Bike It Cosworth Yamaha rider to seal the overall from LaMay with Ando retaining his series lead in third.

"This has been my best result for the season so far with my win in race one and a third in race two," reckons GC. "I was pushed to my absolute limit having to fight from the back after bad starts once again to get to the front positions and I'm thrilled to be awarded the overall win for the day as I really worked hard for it.

"I'm also really happy with the progress the PBM Kawasaki team and myself have made to get back to the place where we all want to be.



SERIES STANDINGS

RBPN MX1 >>

1	Brad Anderson	PAR Honda	135
2	Ben LaMay	Samsung Yamaha	113
3	Jason Dougan	Phoenix Bike it Cosworth Yamaha	108
4	Carl Nunn	MVR-D Suzuki	91
5	James Noble	PROPPA.com Honda	90
6	Gordon Crockard	PBM Kawasaki	85
7	Nathan Parker	PROPPA.com Honda	78
8	Alex Snow	Albion Kawasaki	77
9	Stephen Sword	Buildbase CCM	60
10	Alfie Smith	Motoward Yamaha	52

RBPN MX2 >>

1	Martin Barr	PAR Honda	133
2	Elliot Banks-Browne	DB Racing Honda	127
3	Kristian Whatley	Maxxis Henderson LPE Kawasaki	109
4	Neville Bradshaw	Samsung Yamaha	99
5	Bryan MacKenzie	Horseman Kawasaki	79
6	Stuart Edmonds	Electraction TM UK	58
7	Mark Eastwood	Wiseco Honda	57
8	Jamie Smith	Kawasaki	57
9	Lewis Tombs	Yamaha	57
10	Luke Hawkins	PAR Honda	50

FUCHS SILKOLENE 2S EXPERT OPEN >>

1	Mark Eastwood	Wiseco Honda	184
2	Nathan Parker	PROPPA.com Honda	152
3	James Noble	PROPPA.com Honda	149
4	Daniel Arnold	Honda	141
5	Stuart Edmonds	Electraction TM UK	121

FUCHS SILKOLENE 2S EXPERT 125 >>

1	James Dunn	Suzuki	183
2	David Willet	Bladez Salon Yamaha	177
3	Jim Davies	TM	173
4	Luke Remmer	Kawasaki	156
5	Jamie Smith	Kawasaki	152

FUCHS SILKOLENE 2S JUNIOR OPEN >>

1	Jason Kendrick	Yamaha	182
2	Daniel Ward	Suzuki	168
3	Shane Headon	Kawasaki	136
4	Daryl Hall	Suzuki	123
5	George Foames	Suzuki	118

FUCHS SILKOLENE 2S JUNIOR 125 >>

1	Charles Statt	Kawasaki	178
2	Ryan Tomkins	KTM	164
3	Ashley Crossley	Yamaha	162
4	Ben Thomson	KTM	137
5	Terry Lloyd	KTM	135



Ben LaMay is looking more and more at home in the UK



An on-song Martin Barr ensures it's a great day for the Irish

I'd really like to thank the organisers for hosting such a great event once again and also to the PBM Kawasaki squad along with my sponsors for their continued support to make this win happen."

As always at the RBPNs the Pro MX2 men race alongside the MX1 class and it's Martin Barr who wins the small-bore battle around the super-gnarly Kent track with a double victory from a revitalised Bryan MacKenzie and Elliott Banks-Browne. And it's a maximum points haul that lifts the Irishman to the top of the championship standings.

"Today went really well," says Marty. "It started with first place in qualifying followed by two race wins so I couldn't ask for much more. Coming into the weekend I was two points behind Banks-Browne and now lead with a six-point advantage. I wanted to come and get the red plate which I did so I'm happy. The PAR Honda is performing really well and hopefully I can keep the momentum going for the rest of the season. I've got a bit of a break now from championship events so it's a good time to plan for the rest of the year."

Of course, the Red Bull Pro Nationals are not all about pro racing and the MX1 and MX2 men are complimented by a full programme of top youth and two-stroke racing over the weekend.

The Fuchs-Silkolene 2-Stroke British series is proving to be a major draw for riders, attracting a mixture of die-hard stroker pilots and top four-stroke racers out for a bit of fun. Overall Expert Open honours go to Scott Elderfield with a 1-1-2 card ahead of the Crock Star who builds steadily all day with a 3-2-1 showing and Mark Eastwood who posts consistent 2-4-3 finishes.

In the 125cc Expert class Jamie Smith gets the nod from Luke Remmer and David Willet.

SPRINT FINISH!

DK WRAPS UP THE FIRST EVER BRITISH ENDURO SPRINT CHAMPIONSHIP BUT DARYL BOLTER ENDS THE BIG MAN'S 100 PER CENT SPECIAL TEST WIN RECORD AT THE SERIES FINALE IN MID WALES

Words by **Jonty Edmunds** Photos **Nuno Laranjeira**

It's delivered close racing action in all classes, taken national championship enduro sport to parts of the UK never visited before and got the thumbs up from just about every rider in the series. The 2010 ACU British Enduro Sprint Championship might have been just three weekends long during its inaugural year but its impact on the UK enduro scene has unquestionably been a positive one.

With the cream of British enduro talent signing up to compete in the series it was David Knight himself who commented that "this could be the future for enduro" after dominating the opening two rounds in Gloucestershire. Going on to win again at rounds three and four in Dorset, the mighty Manxman puts the finishing touches to his near perfect championship assault at the final two rounds of the series in Mid Wales to become the first ever British Enduro Sprint Champion.

But unlike at the first four rounds of the series where the weather was kind to all involved, at round five the heavens open. "It's the first time I've raced in really wet, slippery conditions this year so it's taken a bit of getting used to," says Knight after securing a fifth consecutive day win. "It's always good to win championships, especially when it's the first running of a series. It's been a great championship I've really enjoyed."

Ending the fifth round of the championship having topped each and every one of the series' special tests, things don't quite go to plan for David at the final round despite winning the day and lifting the Elite class title. Starting the day with a special test win, on laps two and three he's bested by KORR team rider Daryl Bolter – ending his 100 per cent special test win record.

"It's been my goal to get closer to David throughout the series and to have finally beaten him on a few tests is great," comments Bolter. "Once he got a few things sorted he was soon back to his best but I'm really pleased to have taken a few tests off him."

While David's been the rider to beat from the series' inception, KORR team-mates Daryl Bolter and Greg Evans have featured strongly at all rounds. And in Wales that's no different. With Bolter performing best of the pair in the wet conditions at round five, despite being the only rider to beat David during round six he gets pushed back into third by Evans.

"This has been my favourite round of the series," says Greg. "I felt really good on both days, especially the last day of the championship. It was close between Daryl and myself but I managed to have my best test of the day on my last lap which helped me get the runner-up spot. Finishing as runner-up in the Elite class behind David is great, too."

With KTM claiming a one-two-three at the head of the Elite class Husqvarna's Si Wakely rounds out the series in fourth, despite not having the best of days at round five. With the wet conditions clearly not to his liking he places sixth but bounces back at round six to place fourth.

At round five two-stroke mounted KTM riders Ed Jones and Jon Hinam place fourth and fifth. While Jones is a known wet Welsh weather specialist, Hinam delivers his best result of the series. At round six the pair again perform well finishing in fifth and sixth.

Under 23 class action is every bit as close as in the Elite class at the series' final rounds with 17-year-old Joe Jones delivering the best overall performance at round five having mastered the slippery conditions better than most. Joe claims his biggest win of the championship and tops the ES2 class, Husqvarna's Alex Rockwell is the rider to beat in the ES1 class and Gas Gas rider Daniel McCanney delivers another impressive performance to top ES3.

Rockwell is again the rider that tops ES1 at round six as well as delivering the overall fastest Under 23 performance ahead of Joe Deakin who claims the Under 23 ES1 championship. Husaberg's Ollie Moyce tops the ES2 class and the class standings while McCanney completes a perfect season in the ES3 class to win again in style.



Joe Deakin is the first ever Under 23 ES1 BESC champ



Speedy Welshman Greg Evans chases Knighter home



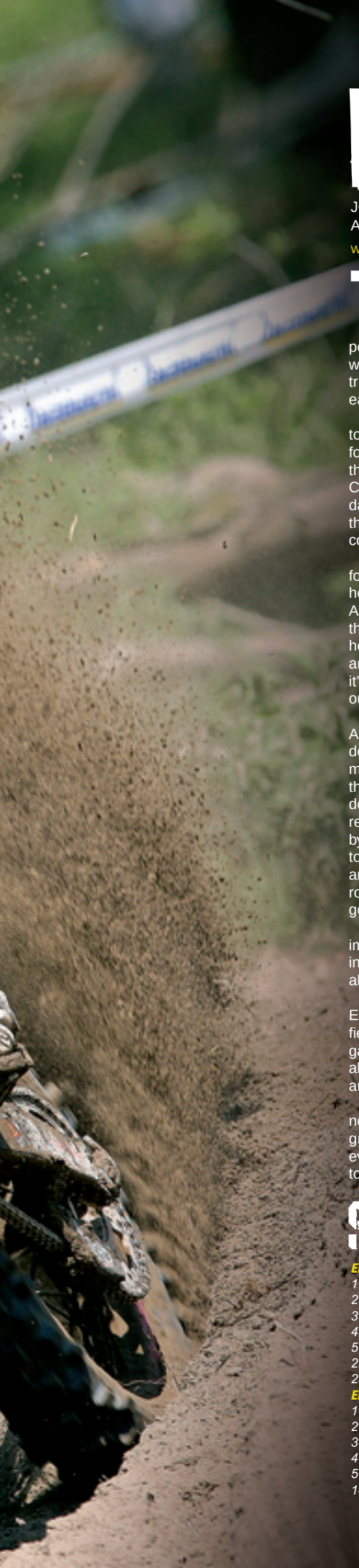
David Knight tops the Elite class with maximum points

SERIES STANDINGS

ELITE CLASS >>			
1	David Knight	KTM	120
2	Greg Evans	KTM	94
3	Daryl Bolter	KTM	81
4	Si Wakely	Husqvarna	69
5	Ed Jones	KTM	59
6	Phillip McLaughlin	TM	47
7	Jon Hinam	KTM	41
8	Gordon Clarke	TM	40
9	Gethin Price	KTM	38
10	Kev Murray	Yamaha	36
EXPERT ES1 >>			
1	Robert Lynn	TM	112
2	Jez Dance	KTM	75
3	Tony Cotty	Yamaha	50
4	Phillip Cooper	Yamaha	49
5	Alex Taylor	TM	42
EXPERT ES2 >>			
1	Aaron Poolman	Husaberg	112
2	Tyson Maythom-Jones	Husaberg	108
3	Oliver Hart	KTM	90
4	Stuart James	KTM	63
5	Craig Williamson	Kawasaki	45
EXPERT ES3 >>			
1	David Grimshaw	Honda	40
2	David Jones	KTM	20
U23 ES1 >>			
1	Joe Deakin	Husqvarna	104
2	Lewis Belfield	KTM	94
3	Alex Rockwell	Husqvarna	80
4	James Giddings	KTM	77
5	Craig Reynolds	Yamaha	66
U23 ES2 >>			
1	Ollie Moyce	Husaberg	117
2	Ashley Wood	Gas Gas	94
3	Mark Roberts	KTM	86
4	Joe Jones	KTM	76
5	Frazer Norrie	KTM	66
U23 ES3 >>			
1	Daniel McCanney	Gas Gas	120
2	Jamie Paget	Husaberg	68
3	Kieran Jones	Gas Gas	43
4	Josh Corlett	Gas Gas	35
5	Bradley King	Gas Gas	30



Mika Ahola races to a double win in Italy



EAR BASHING!

JOHNNY AUBERT'S ENDURO 1 TITLE HOPES COME TO A CRASHING HALT AT THE GP OF ITALY BUT KNIGHTER KEEPS HIS NOSE AHEAD IN E3…

Words and photo by **Jonty Edmunds**

The GP of Italy has never been kind to Johnny Aubert. In the past he's crashed and injured himself or suffered mechanical problems when headed for certain podium-topping success. And now Italy is the place where his 2010 E1 title aspirations have well and truly ended. Why? Because of a perforated inner ear canal!

It's not exactly a common injury – in fact it's hard to think of it as an injury at all – but it's enough to force the double Enduro 2 world champion out of the third round of this year's Enduro World Championship. And with no points scored on either day the super-fast Frenchman plummets to sixth in the series standings, more than 50 points behind countryman and arch rival Antoine Meo.

Close to collapsing early on day one and having for several weeks been unable to understand why he has been falling off, seemingly without reason, Aubert pulls out of the Italian event not long after the start of the opening day and heads straight for hospital. Soon back in the paddock with no definite answers as to what is wrong other than confirming it's a problem with his ear, Johnny is gutted to be out of the E1 title hunt.

One rider who most certainly isn't gutted by Aubert's absence is Husqvarna's Meo. Going on to dominate the opening day and finish close to two minutes ahead of Finn Eero Remes, Meo knows that the E1 title is now his to lose. On day two Meo doesn't have things all his own way as Remes reduces his winning margin to just 23 seconds but by winning both days he moves comfortably to the top of the E1 championship. "I have to stay focused and continue to push hard during the next few rounds of the championship," Meo explains. "It's not good that Johnny has a problem but it happens."

Spain's Cristobal Guerrero continues his impressive form and with third on both days moves into the runner-up spot in the series standings ahead of Remes and Husky's Matti Seistola.

While there's not the same level of drama in the Enduro 2 class, competition for the top spot is as fierce as ever. On day one Mika Ahola manages to gap title rival Ivan Cervantes during lap one, allowing the Finn to 'control' things during laps two and three before bringing home the win.

Day two is a very different story with Cervantes not wanting to finish second best. After an hour of gruelling special test racing it all comes down to the event's final test. And it's Ahola who comes out on top to claim his first E2 double class win of the series. "I can't believe I got my best time of the day on the last lap," comments the Honda star. "I was over the limit in a few places, how I didn't crash is a miracle. I can't remember the last time I had to work so hard to win a race but I'm so happy that I did."

With a dejected Cervantes the runner-up, third – as he was on day one – goes to Frenchman Pierre Alexandre Renet. A newcomer to the EWC having opted not to defend his '09 MX3 world title, the tall and lean KTM rider shows that despite a lack of experience he's a fast learner.

Tom Sagar finishes the GP of Italy with 11th in E2 on day one and 12th on day two. Although hoping for two top 10 results the Suzuki rider gets himself back in the mix after a disappointing GP of Portugal. Just four minutes behind Ahola on day one, Tom delivers the same on day two to hold 14th in the championship standings.

Christophe Nambotin is the rider David Knight expected to be his closest E3 championship rival this season and that's exactly what the Gasser-mounted Frenchman is proving to be.

On day one in Italy Christophe claims the win from under the nose of his countryman Seb Guillaume. Leading with two tests to go the Husqvarna rider makes a mess of the final enduro test and loses close to 30 seconds and in the process hands the win to Nambotin. Managing to claim the runner-up position, Seb is understandably disappointed but still pleased that after racing the opening two rounds of the series injured he's finally back somewhere near his best.

Feeling less than 100 per cent, Knighter finishes just 15 seconds behind Nambotin but in third position. "I just couldn't get going like I wanted to," explains Knight. "I thought at one point I was going to have to call it a day I felt so bad but as the day went on I started to feel better."

On day two David and Nambotin battle it out through every special test. With Guillaume's lack of race fitness holding him back the Manxman and the Frenchman trade test wins with Knighter pipping last year's ISDE winner by just nine seconds. "Christophe was on me the whole day so I just had to keep pushing as hard as I could. I can't see it being any different for the rest of the season."

The largest class in Italy is the Enduro Junior category which makes life tough for MPS Husqvarna's Alex Rockwell. Back in 24th on day one Rocky scores world championship points for the second time this season on day two as he improves to 20th at the end of a long, hard event.

SERIES STANDINGS

ENDURO 1 >>

1	Antoine Meo	Husqvarna	147
2	Cristobal Guerrero	Yamaha	118
3	Eero Remes	KTM	97
4	Matti Seistola	Husqvarna	95
5	Nicolas Deparrois	Kawasaki	94
22	Paul Edmondson	Suzuki	10
25	Phillip McLaughlin	TM	5

ENDURO 2 >>

1	Mika Ahola	Honda	144
2	Ivan Cervantes	KTM	138
3	Thomas Oldrati	KTM	104
4	Pierre Alexandre Renet	KTM	99
5	Joakim Ljunggren	Husaberg	86
14	Tom Sagar	Suzuki	37

ENDURO 3 >>

1	David Knight	KTM	142
2	Christophe Nambotin	Gas Gas	136
3	Simone Albergoni	KTM	120
4	Sebastien Guillaume	Husqvarna	98
5	Alessandro Botturi	Husaberg	86

ENDURO JUNIOR >>

1	Jeremy Joly	Honda	126
2	Lorenzo Santolino	KTM	125
3	Victor Guerrero	Yamaha	109
4	Mario Romain	KTM	87
5	Romain Dumontier	Husqvarna	86
40	Alex Rockwell	Husqvarna	3

AWNINGS



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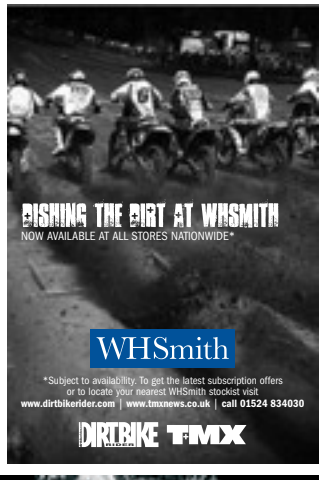














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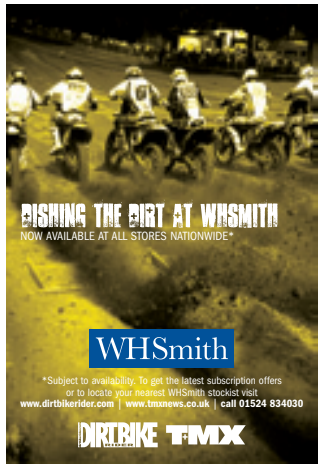
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RAGE



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OH BROTHER!
JACK AND TOM KELLY DOMINATE BYMX

BETWEEN MOTOS!
CATCHING UP WITH LIAM GARLAND

CANADA HIGHS!
ELITE YOUTH CUP ACTION

CLUB SANDWICH!
SAY HELLO TO THE COTSWOLD CLUB

TOMKELLY



The gate drops on the SW85cc division

OH BROTHER!

Bar-to-bar action from Tom Neal (#19) and Connor Clark (#478)

JACK AND TOM KELLY DOMINATE AS THE BYMX SHOW ROLLS UP AT MEPAL…

"To see racing any better than that you'd have to go to the States and watch the Loretta Lynn series." This was the proud proclamation over the public address system as the proceedings at Mepal came to a close. Well, I'm not absolutely sure about that fact but what I do know is I've seen all three rounds so far of the 2010 Express Insurance BYMX Championship and they've been absolute belters!

Not only were we blessed with mercury-busting temperatures at Mepal but the action out on the circuit proved to be blisteringly hot too – and so absolutely unpredictable that it all totalled up to be the craziest but most enjoyable event of the year so far.

Pre-season the Junior 65cc class didn't promise that much with its large intake of rookie recruits filling the ranks but it excels round after round and this is no ugly duckling class, that's for sure. Drew Warren gave a big hint at Norley that he could shift with the best of them and he totally underlined this fact down on Mepal beach with two moto wins in a five-race show.

As for the rest? Well, they all floundered at least once and some twice. Jake Edey also claimed two glorious race wins with the other moto win going to Taylor Hammal but as usual it came down to consistency and going into race five Jake could have won it – but he had a nightmare. Keenan Hird also looked to have a disaster on his hands as he started dead last following startline carnage with Taylor. But a whirlwind ride through the masses to claim third place at the flag gave Keenan a tie on day points with Hammal and second overall courtesy of a better final race result. Taylor finished the meeting in third place overall and Jamie Osborne came good for fourth while Jake had to settle for fifth and James McFayden grabbed sixth on the prize giving podium.

What of series leader Albie Wilkie you may well ask? Well he finished the weekend down in eighth place overall and he's really got his work cut out to win this one following yet another tough weekend in the office. Also tough luck for Tom Hume as he crashed out of the meeting in race three and lost his championship position.

Oliver Osmaston 5-0 yet again? I'm afraid not! Oli got off to a cracking start with the opening two races in the bag as Conrad Mewse went 2-2 but the win record had to come to an end at some point. With all due respect you would have been given long odds on Jay Hague being the one to bring the curtain down on Oli's winning streak – but bring it down he did with the best ride of his young life to sensationally win moto three. Well done and tons of respect go to Jay!

Oli was back on it for the race four victory but equally on it on Sunday was ACU Academy pilot Sid Evans who went 2-2-1 in furious fashion and grabbed second overall behind winner Oli Os. Robert Yates did his championship hopes no harm at all with a solid looking third overall and Lewis Houghton impressed so much with his battling fourth place overall finish that he was awarded the coverted Top Gun prize.

Ever since the series kicked off in Scotland Jack Kelly has been threatening to make a winning mark in the Big Wheel 85cc class and at Mepal he found the conditions to be just perfect with his vast experience of riding deep sand. Jack scored two race wins and never dropped out of the top four in all five races to record a powerful win that lifts him to third place in the current championship standings.

Adam Sterry and Corie Southwood won one race each as did championship leader Ben Watson when he powered home in race five with lap times just shy of the best in the Open class. The section as always proved to be a thunderous close-quarters watch with Sterry claiming second overall and Connor Clark finishing in third. Championship leader Ben Watson could only manage 10th place overall on a weekend apart from his one race win that he will most likely want to forget as the mechanical gremlins really took hold.

Tom Kelly has also benefited from his recent years toughing it out in the Dutch trenches and he put all that knowledge into play, blasting his way to all five moto wins in the Open section. A famous family double then for the Kelly Bros and the most comprehensive performance of the year so far in the top section that lifts Tom to third in the championship. Series leader Connor Walkley never really got to grips with the conditions and had to settle for fourth overall in what was a below-par performance for him. Nathan Watson however took full advantage to claim second overall and reduce his championship deficit to six points behind Connor.

Filling out the other positions on the podium were Gary Sharp who took third place with Ryan McLean in fifth and Luke Norris in sixth.

Unlucky man of the meeting award? Form a nice orderly queue please behind Tom Hume but I have to give a mention to a couple more Mepal battlers – Dan Whitehead and Harry McKenna. Never have two riders given so much, entertained so greatly and received so little as a reward. Better luck next time guys!

BETWEEN MOTOS

CATCHING UP WITH...LIAM GARLAND

Liam Garland has always been a contender for wins in the Red Bull Elite Youth Cup. He's a solid performer who churns out consistent lap times throughout a weekend.

At round three of the Red Bull Elite Youth Cup his consistency finally paid off and he took his first overall win in the series, one that was always on the cards. He set the fastest laps throughout the weekend and after two second place finishes on Saturday took all three race wins on the Sunday. We called Liam and got him out of bed early on his half-term school break to ask him how he felt about his first win.

Rage: So, your first Red Bull EYC overall victory eh! Did it come as a relief to finally get one in the bag?
LG: "Yeah, it did a little bit. It was just good to win though, it's a good feeling. I know I've had the speed for a while, it's just my fitness that's been the problem. I've struggled a little bit with that because of my knee injury at the start of the year."

Rage: You've always been consistent and fast so why do you think it's taken as long as it has for you to win an overall at the Red Bull EYC?
LG: "I think it's just that I haven't had the luck. I try hard and I put the time in but little things have gone wrong, like my cruciate knee injury at the start of the year. The big wheel class is tough as well, there's a lot of competition but I feel good now and hopefully I can start moving up the leaderboard and challenge for the championship."

Rage: We hear that you're now an official Proppa.com Honda rider. You've got to be pumped with that?
LG: "Yeah, I am. I've been riding a BBR-framed 150 from TNT in Ireland and Matt at MX Zone has been tuning my motors and it's been great but now it's even better I'm with Proppa.com and Steve Turner. It's a big chance for me to learn a lot from James Noble and Nez Parker. I'll be working out of the race truck so I'm looking forward to that. I don't think I would've got the opportunity if we weren't racing the Red Bulls, I think it helps that we're all racing at the same events with the pros. I don't think it will give me more pressure, if anything it's made me feel more confident."

Rage: Do you set a target or do you just roll up each weekend, do your best and see how it pans out?
LG: "At the beginning of the year I wanted to win everything and I probably put too much pressure on myself. Now I'm not thinking about what positions I'm going to get and just trying to get good starts and riding strong consistent laps, give 100 per cent and see where I end up."

Rage: "You obviously like Canada Heights. Then it's Whitby up next which is technical. Do you favour technical circuits or more 'flat out and ride the wheels of it' type circuits?
LG: "Yeah, I like Canada Heights. I won a race there last year as well. I prefer technical circuits where you have to think about stuff and try and be smooth. I'm looking forward to Whitby, it has some sweet jumps and especially as it will be my first ride for Proppa.com Honda."

Rage: Well, we wish you the best of luck and look forward to seeing if you can repeat on the overall win. No pressure or anything!





A pair of wins help Drew Warren to the overall in the Junior 65cc class

BYMX SERIES STANDINGS

JUNIOR 65s

1	Albie Wilkie	127
2	Taylor Hammal	124
3	Keenan Hird	120
4	James McFayden	107
5	Jake Edey	105
6	Tom Hume	105

SW85cc

1	Oliver Osmaston	150
2	Robert Yates	124
3	Josh Gilbert	115
4	Sid Evans	113
5	Conrad Mewse	107
6	Sam Braithwaite	103

BW85cc

1	Ben Watson	131
2	Ben Howell	122
3	Jack Kelly	121
4	Adam Sterry	120
5	Connor Clark	114
6	James Harrison	108

OPEN YOUTH

1	Connor Walkley	138
2	Nathan Watson	132
3	Tom Kelly	119
4	Gary Sharp	114
5	Luke Norris	106
6	Ryan McLean	101



Harry McKenna battles hard for little in the way of reward

TEAM STEBBINGS

BACK TO FULL STRENGTH...

Since the last time we checked in Team Stebbings Kawasaki have been hard at it on all fronts. The team bus is now back in action and boss John Marshall tells us that the squad have picked up another very helpful sponsor with Bud Racing distributor MX Racing offering some assistance.

On the injuries front it's good to see that Robert Hales is now back in the saddle and nailing down a few good results – also with Jordan Moxey having his plaster removed just recently the team are now up to full fighting strength.

Down at Canada Heights for the EYC event a sparkling season's best performance from George Grigg Pettitt caught the eye in the 65s as he finished in 10th place overall. Connor Hughes and Tom Brown battled away valiantly in the SW section with Connor's second outing – which carded 18 points – being the pick of the action. In the BW division Robert Hales qualified in 15th place to find himself in some well-established company. Unluckily, a third race DNF dropped Robert down to 25th overall but all the signs indicate better results to come.

In preparation for the next EYC round the guys took in a club event at Great Hockam with five of the team present. It proved to be a great day out for team morale as George scooped up second place in the 65s behind Ryan Vickers and in the SW races Connor Hughes likewise went home with a runner-up position. Tom Brown took seventh and Tallon Marshall claimed 10th. Robert Hales also continued his good form picking up third place in the BW division.

Good stuff guys...



Team Stebbings's SW pilot Connor Hughes

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The tension mounts for the Seniors



Club regular Paul Butler



Committee members Tony Yates and Keith and Ruth Luce





Chambers Whittle enjoys his day out in the Seniors



Auto aces Cameron Jackson (#101) and William Wheeler (#42)

BSMA BIGGIES!

COTSWOLD YOUTH AND ADULT MXC

Website: www.cotswoldymc.co.uk **Email:** cotswoldyouthamx@btinternet.com **President:** Keith Pulham
Chairman: Keith Luce **Secretary:** Ruth Luce **Contact:** 01905 776128/07733 486271

'Rushwick motocross track, Otherton Lane WR6 5. From Junction 7 on the M5 follow the A4440 on the Worcester bypass, miss the first turn to Rushwick and turn left on to the A4103 towards Hereford, after 1.5km turn right and find the circuit on your left-hand side.'

The directions lifted from the club website proved to be absolutely spot on and because I didn't have to trouble the sat nav or indeed quiz any passing strangers to find the circuit it's definitely one gold star straight away for one of the traditional pillars of the BSMA organisation – namely the Cotswold Youth and Adult MXC – as we begin a new venture on the Rage pages, going back to the grassroots of youth motocross in our monthly Club Sandwich section.

The original Cotswold Youth Motorcycle Club formed in the autumn of 1968 as an organisation to run combined scrambles and grasstrack meetings for machines built from any motorcycle or moped of that particular era. For all our younger readers, mopeds quite amazingly had nice dangly pedals just like a push bike but on the side of the engine. And, yep, you had to pedal like mad at times.

The fledgling club was initially run by just four parents who choose the winged moped as its logo. As the years progressed so the club evolved – first splitting into two, becoming the Cotswold Youth Motorcycle Club and the Cotswold Youth Grass Track Club. With youth MX sport becoming more popular and with the BSMA also allowing adult riders to compete the club eventually came to be what we know today as the Cotswold Youth and AMX club – one of the biggest and most successful in the country but still managing to retain its friendly family atmosphere.

This year the club have something like 300 members on their books and while that figure is down on last year's number it's still a healthy membership as riders travel from far and wide to compete in Cotswold club events. Jonathan Roderick Evans, Dion Lewis, Dafydd Evans and Ricky Roderick are all regular visitors travelling from Camarthen in Wales with the likes of Ryan Elliot from Macclesfield, Jack Gardner from Naseby in Northants and quite a crop coming from the Bridgend and the Cardiff areas of Wales. "Too many to list fully but all are welcome," was the quote from club secretary Ruth Luce as I enquired about the make-up of the club membership.

With eight (2001, 2003-2009) BSMA Team Championship wins to savour in recent years the club is both high-profile and ultra-successful. This year as reigning champions they will be once again host the event generally regarded as the highlight of the BSMA racing calendar at Walterstone, near Pontrilas.

Looking through the club records the list of famous names who have graduated through their ranks is just a little impressive to say the least. World champs Dave Thorpe and Jamie Dobb have both raced with the club along with the likes of Geoff Mayes, Paul Malin, Rob Andrews and Lewis Gregory and even Chad Reed came over one year and rode at Church Lench...

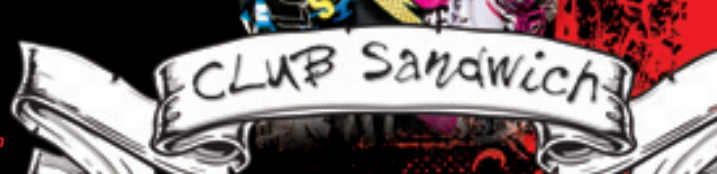
The meeting at Rushwick proved to be a truly relaxing affair being a million miles away from the hustle and bustle of a national event. The track is a grassy old-school scrambles type affair set in gorgeous green countryside on the Worcestershire/Herefordshire border. This really was grassroots MX with the old-fashioned laidback charm of the event having just as much appeal for some families as a full-on national blow-out. The meeting drew a good entry, especially in the Auto ranks. There were a total of 190 riders booked in with around 140 competing on the day.

I bumped into many riders and their families who I've not seen for a while with the Taylor Vernon camp proving to be a good insight into the Cotswold club when asked why they choose to ride with them. Taylor was a regular on the national scene until 2008 but has now taken up BMX at national level and only fills in with MX when time allows. As Taylor's dad explains, they've no second thoughts about making the journey from Wales to Cotswold events.

"No matter where they choose to run you always know what to expect. It's just a damn good, well run event no matter what and I would always choose this club as first choice for a day's competition."

If you'd like to see your club feature in a future Club Sandwich then contact us at **mikegurney55@yahoo.co.uk**





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Brad Pocock leads the Rookies with three rounds down

CANADA HIGHS!

RAGE CHECKS OUT THE EYC ACTION IN KENT

For the third round of this year's Red Bull Elite Youth Cup we asked James Williams to cast a watchful eye over the goings on at Canada Heights. James was the official EYC series reporter for the '08 championship so he's well used to the funky format and the spectacular style of the MCF show. Here's what James had to say…

Rage: Unfortunately, Albie Wilkie hit the buffers yet again at Canada Heights and with only two scoring races recorded his championship hopes are surely gone. So who caught your eye in the 65s James?
JW: "The 65cc class is a corking division this year, much closer than in past seasons. The injury to Albie has certainly opened the door for one previously unheard of rider to claim the Elite crown.

"For me Taylor Hammal and Keenan Hird are the stand-out riders on show and the title race should be between those two. Both are super-quick and like to lead from the front despite neither having won national level races until this year.

"Having said that there are other riders that shouldn't be overlooked. Drew Warren has come from nowhere to hit the top five while Ryan Vickers on the Cobra has yet to show his potential."

Rage: Looking at the SW results Oli Osmaston seems to have had yet another comparatively easy weekend with the overall win and three more race wins on his card. But was it that clear cut?
JW: "Oli Os is without doubt the most rounded package in this year's SW class. I reckon 2010 is about Oli proving to everyone that the talent is there and the fire is still burning. Canada Heights indicated much the same as the previous two Elite Youth Cup events in that Oli is still top man but is certainly not infallible. There's certainly talent in the small wheels and on the right day Osmaston could easily find himself blocked off the podium.

"Todd Kellett and Danny Lanfear showed at the Heights that there is life in the Suzuki with some very canny race performances. I am personally a big fan of Josh Gilbert and I don't think it will be long before he puts together that one special weekend. Gilbert is the strongest contender at the moment but last season's super champ Conrad Mewse is finding his feet and may well take it to Oli in a straight fight before the curtain falls on 2010."

Rage: Following Ben Watson's opening race win the weekend eventually ended with Honda riders in one and two on the box in the BW class with Liam Garland (three race wins) as the winner and James Harrison (one race win) in second delivering the best non-KTM result of the year. Are we seeing a change of fortunes in the BW class?
JW: "The big wheel class is always my favourite every season. For me it represents a coming of age for the very best riders, make or break if you like. For the most part this season Ben Howell and Ben Watson on 85cc two-strokes have dominated proceedings. This obviously wasn't the case at Canada Heights. I am genuinely pleased for James Harrison and Liam Garland who have capitalised on their recent form by scoring race wins and now taken overall honours in this super tough group.

"In regards to a changing of the guard so to speak, I'm not sure this is the case just yet as there were a couple of factors which aided their cause. Ben Howell was injured once again and he was certainly not at full-strength while the 150Fs seemed to have a good speed advantage on the harder than usual Kent surface. Ben Watson will point to the fact that the uphill starts gave him fits all weekend.

"I fully expect Watson to be back on the glory trail at Whitby although the Honda boys will have a renewed vigour heading up north."

Rage: In the Rookie class it's a mix of the nation's best on 250 smokers and 250Fs. As a format hot or not James? And how did this one all pan out on the weekend?
JW: "The two-stroke/four-stroke argument has been going on for who knows how long now and I'm not sure it can be resolved. It would take a good mathematician to work out which combination of capacities is the fairest in racing terms.

"In my opinion the 250 two-stroke is capable of competing with a 450 four-stroke but only in the right hands, therefore up against a 250F a good rider should make the quarter-litre two-stroke circulate faster. In the 2010 Rookies class there are some great races going on because the combinations of bike and rider have been evened out. The three class leaders – Brad Pocock, Sunny Thompson and Lewis Trickett – have found what works for them but it can be confusing for a spectator or someone new to the sport.

"Pocock is the strongest rider and gave his best performance in two seasons at his local track. Thompson looked good at times but he struggles with his starts while Trickett has to keep the two-stroke Suzuki upright if he's to remain a title challenger. Nathan Watson, a former EYC champ, had an awful weekend and seriously scuppered his chances. It remains to be seen who can make this class their own."

SERIES STANDINGS

JUNIOR 65s

1	Keenan Hird	618
2	Taylor Hammal	540
3	Drew Warren	503
4	Tom Hume	473
5	Ryan Vickers	469
6	Dylan Woodcock	394

SW85cc

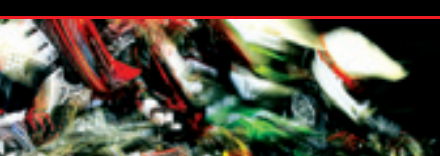
1	Oli Osmaston	529
2	Conrad Mewse	476
3	Josh Gilbert	452
4	Danny Lanfear	451
5	Todd Kellet	369
6	Oliver McMurray	324

BW85cc

1	Ben Howell	603
2	Ben Watson	596
3	James Harrison	566
4	Liam Garland	516
5	Connor Clark	476
6	Tom Neal	420

ROOKIES

1	Brad Pocock	591
2	Sunny Thompson	561
3	Lewis Trickett	551
4	Jake Shipton	453
5	Nathan Watson	414
6	Rob Muscat	377



GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at **mikegurney55@yahoo.co.uk**



Billy shares the podium with Brad

CAMPING IT UP!

WITH HIS HOUSE LEASE UP BILLY'S HITTING THE ROAD FULL-TIME – AND THIS MONTH HE'S GOT COUSIN BRY TO KEEP HIM COMPANY...

Words by **Billy MacKenzie** Photos by **Matty Muir** and **Rudi Baker**

Back on the road this month – in both senses of the word! I've hit the road finally in my camper and I'm back on track with riding.

The Aussie round at Toowoomba was a 'home' race for me. I was pretty excited about this one as it's one of my favourite tracks with real nice loamy soil, big ruts and lots of elevation. It would be my first race back from injury and I was excited about spinning some laps and getting some points back in the championship. I had plenty of practice at this track so I went there expecting to win.

The weekend was a bit frustrating though. Although I won the overall and had a couple of race wins I was riding a bit stiff and my wrist was still a little painful as it had only been four weeks since I did it. A few ibuprofen and I was in the mode again and managed a 1-1-6 for the overall. I stalled the bike in the last race which messed up a maximum. But the team were happy and so was I finally being on the bike again.

It was nice to leave Toowoomba on a good note too. My rent was up the Wednesday after the race so following lots of packing and organising I finally hit the road in my camper to enjoy a stress-free life and see the coast! Still no pics yet as my camera is broke but you can keep up to date with what's happening on my mac211 facebook.

It's been the best time ever since leaving the city – there's nothing like living by the beach, it's the best thing! No stress from anyone, no-one to answer to, no bills to pay, no rushing around – just self-improvement. Not paying money on rent means I have cash to pretty much eat out every night and always at some nice healthy little organic restaurant or cafe. They think of everything on the coast and it's a lot more personal instead of the usual hoards or people rushing to McDonalds or KFC for mass-production chicken and burgers!

We've set up on a nice little campsite only a two-minute walk from the beach. So every day, waking up to sunshine, getting my trainers on and cutting off down the beach with my shirt off just makes me feel good! The shirt off thing is 1) to try get a tan and 2) because it's too hot to run with a shirt on! I run down the quiet beach too, not until I top this tan up will I cut about in front of the locals! Another thing too is instead of rushing about your day, always having something to do, I've become much more relaxed and efficient. Anyone who knows about camping realises you have to be a step ahead so not to live in your own collection of junk. I have the bare essentials and that's all you need! I wonder how and why I used to have so much crap living at home.

The camper is having a little failure at the moment though, the battery keeps going flat – even though I forked out a load for an electrician to make sure I didn't have these problems! I would have been better doing it myself, quite a few occasions we've had to bump start it because I leave my music on low all night!

The week before the next round at Raymond Terrace, Bry and Brad had booked their flights to come see what it's like over here. I had told Bry all about camper life and painted him a pretty nice picture of living by the beach and living for free. So I organised him a wicked camper for his stay – it was a good idea at the time... I picked him and Dean up from Brisbane Airport at 1am in a big 4x4 that I loaned from a mate. They had their first giggle at that as we thundered down the motorway enroute to the campsite. Bry had seen the wicked camper beforehand when we were chatting and booking up online and was pretty excited about it. I was too, you see the wicked campers everywhere – they are a proper backpacker's dream! Bare minimal set-up, graffiti all over the bodywork, proper just in ya face 'I'M A CAMPER'! Quite embarrassing for Mr and Mrs Daisy but for two young dirt scooter hooligans it was the perfect match.

We pop off in the morning to pick the camper up and everyone is all smiles. It's a funny looking thing but it has a bed so everyone's a winner. It was a tiny little Mitsubishi van thing converted into a wicked camper, the graffiti on this particular one had two ginger breadmen (well I think one was actually a gingerbread woman) having sex on the side! Still, with a spring in their step and excited about the weeks ahead of them Bry and Dean had a giggle and were in good spirits for the camping journey ahead.

We set up the wagons in a circle at the campsite and we had a couple of riding buddies staying with us now too so we had a good little training group and had a good week set out ahead. We all went for some nice food, enjoyed the beach and went training for a couple of days but the weather started to change and began raining pretty hard which started to make us all unhappy.

We ran away from it the first day and went riding in the hills. We met up with Dean Ferris who is riding at the front in the nationals at the moment and put in some good solid motos and fast laps at some of his tracks. We only had a couple days of camping before we had to set off down to the track for what was surely going to be a mud race.

I started to feel sorry for Bry, I had told him so many good things about the weather, the tracks and camping but since he arrived the weather was terrible, the race looked like it was going to be a mudder and his wicked camper was slowly wearing him down. I'm sure if the weather had been nice a wicked camper might not have been so bad!

So we head off down to the next round, all in convoy and having a good laugh. Bry is still in good spirits with the camper and laughing at himself which was funny. We arrive at the track and the place was ruined! Like, everyone thought it was gonna be cancelled! It didn't look good, I went for a walk and lost my shoes in some deep sloppy mud. Bry was still in good spirits, he changed his attitude to positive and figured he'd be more likely to get a good result against the Aussies in the mud.

We were the first guys at the track pretty much so stole the best parking places and made our little circle again. We had an easy-up and even stole a big table and bench from the canteen area – we were proper set up and loving it. The track would eventually turn out better than expected, the sun came out on Sunday and apart from it being a bit messy in practice the track cut up super-rough and quite dry.

Ando came with a fire in his belly and gave us all a riding lesson – or maybe just a die-hard lesson! The track was rough and he was just charging all day long. I got out front in the first race and was riding real smooth and fast, I had pulled out a decent lead but then just made three mistakes in one lap and Brad was on me! I tried racing him and ended up going down trying to cut his line off – typically Ando didn't give in and I ended up on the ground! I panicked a little about points but got myself up and finished fourth. Brad was a bit worried that he was gonna mess up the championship points and stuff but I told him not to worry as it was better him being here than not. I just needed to up my game and get him between me and third place.

I couldn't do it on this occasion though. I struggled all day – I was trying to be too smart and look for lines that weren't there whereas Ando was just charging and hitting the rough lines. I only realised this after the last race when I followed some of his lines. But it was a good day for me though, I finished second overall and made up more points in the championship and the main thing was I felt a lot stronger on the bike than I did at the last round. My wrist was a whole lot better and I learned from Ando that the smoothest line isn't always the fastest! As I write this we are all in Perth on the west coast for an international race so I'm gonna try give him some payback this weekend!

From that last round we campered our way to Sydney. I figured there would be hundreds of campsites down the coast so why not just head to the nicest place and set up? It wasn't to be though. Bry was in tow, jet-lagged and tired from the race. I'm cracking on being the optimist thinking there will be a campsite soon enough! We drove for two or three hours down to a place called Manly which I had been told was a really nice town and it was, just nowhere to camp! And sleeping on the streets in a wicked camper after a hard race and no shower was the turning point for Bry and Dean!

My iPhone was playing me a mischief and sending me to every non-campsite on Google maps so eventually I just said to Bry "I'm just gonna park up on the streets tonight, you can find somewhere if you like!" but I started feeling responsible for not finding a campsite, like Bry and Dean were my children or something. So I sent them packing and bunked up for the night. It wasn't long before I realised it was a s**t idea – too many cars passing by and keeping me awake. Eventually at like 2am I got my iPhone out again and searched hard for any campsite within 100km! I found one only 15 minutes away – the same campsite where Home and Away is filmed! So we went driving there and got in for a shower and stuff but I didn't know where Bry and Dean had got to! The next morning I got up and did all my washing from the weekend, went for a little run and had a nice day chillin'. I eventually got hold of Bry after a phone battery drama and he'd ditched the camper and checked into a nice hotel after Dean had been eaten alive by fleas! Dirty minging rotten un-wicked campers! We met them in Sydney and enjoyed the sights for a couple days before heading over here to Perth.

So all-in-all it's been a fun month, unlucky for Deano and Bry with the weather but it's picking up now and we're all looking forward to a good race at Manjimup this weekend!




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